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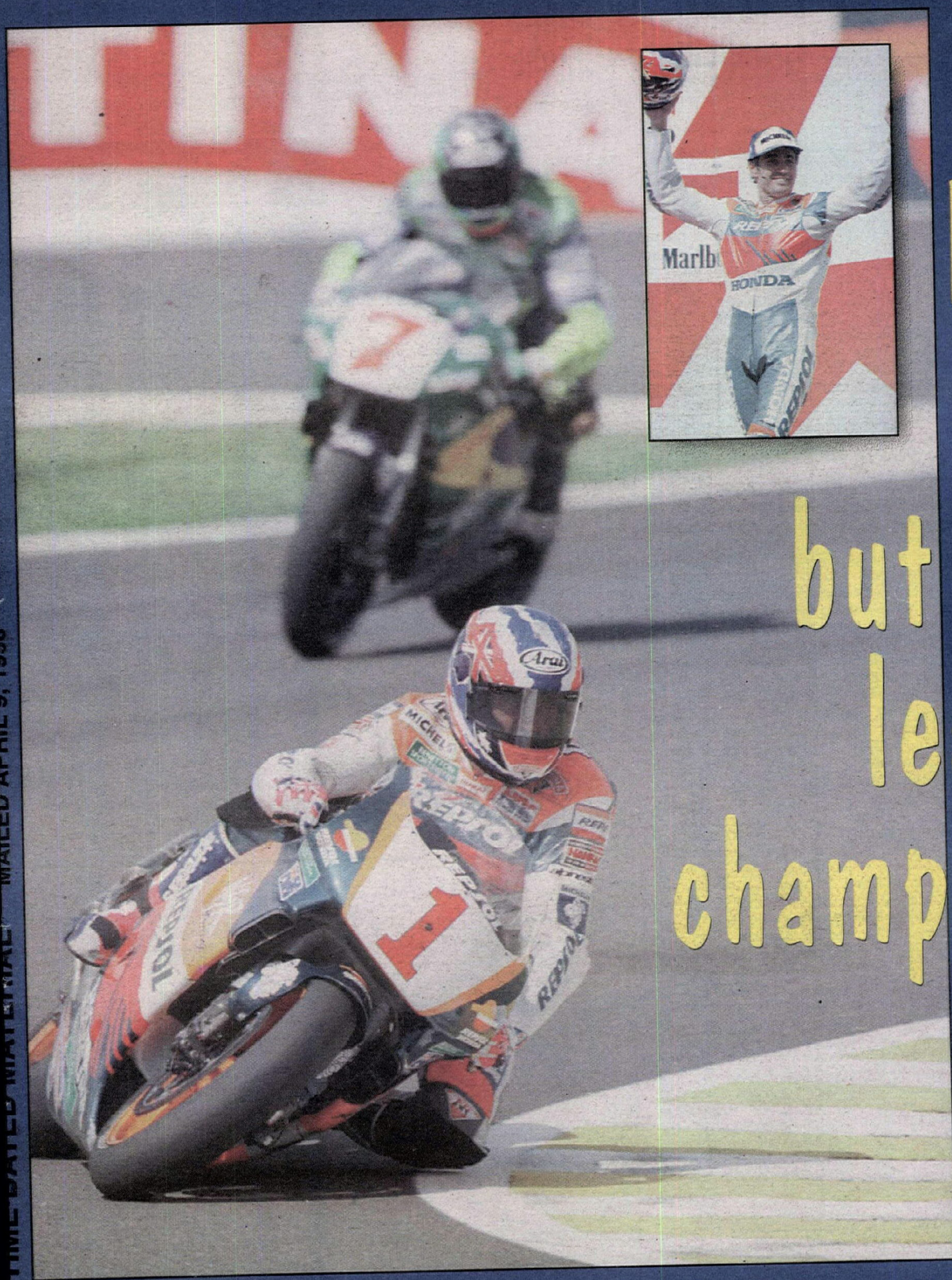
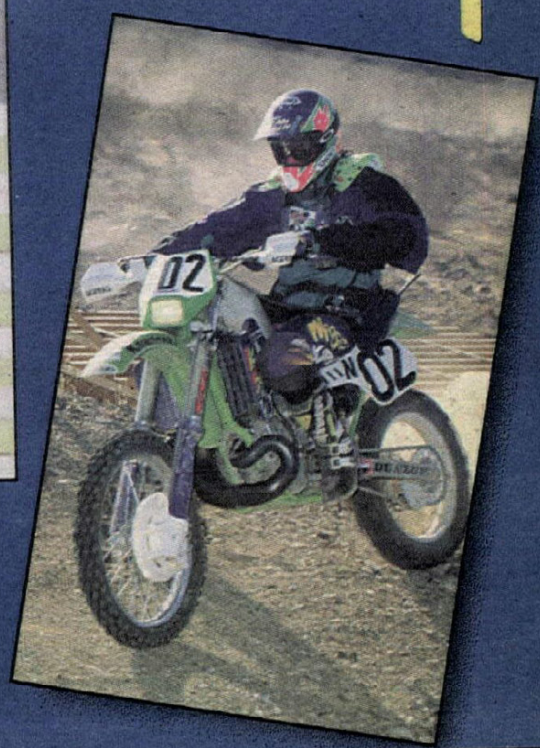


INDONESIAN GRAND PRIX

Doohan wins, but Barros leads the championship



LAS VEGAS-TO-RENO

DAVIS/KRAUSE!

TIME DATED MATERIAL — MAILED APRIL 9, 1996

IN THE WIND

The Kawasaki-mounted trio of **Piergiorgio Bontempi**, **Jehan d'Orgeix** and **Brian Morrison** raced to victory at the season-opening round of the World Endurance Championship at the 24 Hours of Le Mans, in Le Mans, France, April 6-7. The winning team completed 768 laps of the 2.75-mile circuit, covering a total distance of 2112 miles at an average speed of 87.826 mph. Second place and one lap down were **Adrien Morillas**, **Jean-Marc Delatang** and **Rachel Nicotte** (Yam), while in third with 766 laps were **Alex Vieira**, **Christian Lavieille** and **William Costes** (Hon). After qualifying on pole and running a strong race, even leading for a time, **Terry Rymer**, **Peter Goddard** and **Juan-Eric Gomez** (Suz) suffered late-race engine troubles to finish seventh in the all-new GSXR750's world endurance debut.

Spaniard **Marc Colomer** (Mon) successfully defended his World Indoor Trials crown by dominating the 10-round series. Colomer won five of the nine rounds he contested to finish the series with 166 points. Finland's **Tommy Ahvala** (Fan) tallied 139 in the series final standings to finish second. Britain's **Doug Lampkin** (Bet) was third, scoring 111 points during the series.

Ian Hambidge (Hon) and **Dave Cole** (Duc), respectively, won the first two rounds of the Castrol Australian TT Series on the main streets of Port Kembla, Woolongong, Australia, on April 7-8. Hambidge set the Formula One lap record of one minute, 33.08 seconds on Saturday en route to finishing first ahead of **Wayne Clarke** (Suz) and Cole. On Sunday, Cole came back to beat Hambidgde and Clarke for the top spot on the podium.

Reigning U.S. National Speedway Champion **Greg Hancock** will headline the list of riders taking part in the Coors Light/Legal Rights Defenders '96 season opener at the Orange County Fairgrounds in Costa Mesa, California, on April 12. Hancock did not take part in the Spring Classic on March 16, but the British League and World Grand Prix star says that he is anxious to strut his stuff in front of his home crowd. "I have planned several trips home during the season," Hancock said. "I want to do the best job I can as U.S. National Champion, and that means riding Costa Mesa where my friends, family and sponsors are. I think you'll see more (American) riders returning this year. It's important for us to support U.S. speedway, and I'm looking forward to competing on opening night." Gates open at 6:30 p.m. with the first race scheduled for 8 p.m. For more information, call 714/492-9933.

The broken elbow that Team Chaparral team manager/rider **Larry Brooks** sustained at the Daytona Supercross may in fact force the longtime National and Supercross contender into retirement. "It looks like it," said the 29-year-old Brooks, who is also a former Mickey Thompson Ultracross Series Champion. "It was broken in six places in six inches - it was shattered. When they did the surgery, the doctors pinned and wired it, but the wire that they used has slipped back one centimeter, so I am tentatively scheduled for another surgery on Wednesday (April 10) to basically go in and redo the whole thing. I'm hatin' it, because they say that this surgery will be way worse than the first one, because they have to go in and rebreak what has already healed. So I sat down with Dave Damron (Chaparral's owner), and he wants me to retire. It's not definite yet, because I'm not sure if I can. But I've been doing Nationals and supercrosses for 12 years now. I'm still competitive in the outdoors, but I'm only like 15th-place guy in supercross. I don't just want to 'be out there.' Besides, these new kids are so crazy." Brooks said that if he does call it a day, he will continue to devote 100 percent of his effort toward his role as team manager, providing guidance for teammates **Greg Schnell**, **Brian Deegan** and **Michael Brandes**. "It'll definitely be a challenge," Brooks said. "I've been talking to them and trying to focus them. We've bonded, and they listen to me now because I'm not a competitor. I've been trying to show them the big picture. The work is never done."

Final preparations are in place for the **AHRMA/Team Eddie Mulder National TT and Flat Track** scheduled for April 12-13 on the half-mile dirt track at Willow Springs International Raceway in Rosamond, California. Mulder is expecting a considerable turnout for the events, which are being run in conjunction with the AHRMA Historic Cup Series road race National on Sunday. Pit gates open at 3 p.m., and racing is scheduled to begin at 6 p.m. on both nights. For more information, call 805/251-8662.

Following his impressive 2.0-liter car racing debut in Australia on March 31, it has been reported that **Kevin Schwantz** may get a drive in the TOCA Shootout at Donington Park in England later this year. Schwantz finished third in his Foxtel Peugeot in one race and sixth in another during the race which was held in conjunction with the Australian round of the IndyCar Series. According to *Cycle News* correspondent Darryl Flack, Foxtel Peugeot team boss Tony Jaggs says the British deal was contingent on the team receiving support from Peugeot's top brass in France as well as the supply of the new Peugeot 406 to Australia. "The Schwantz thing is hot and we're hot to take him overseas," Jaggs said.

Darryl Flack also reports that former World Champion **Wayne Gardner** had a less than auspicious debut in the All-Japan Grand Touring Championship on March 31. Gardner qualified his Toyota Supra 11th after his French co-driver could do no better than 22nd in the wet qualifying sessions, but the Australian crashed out of the 300km race after being involved in an accident with another car. Gardner is scheduled to race the Toyota again on May 5.

Former Motocross World Champion **Bobby Moore** suffered a broken right hand in a practice crash last week. The Yamaha factory rider underwent surgery on Friday, April 5 to have the hand pinned and he'll be out of action for 30 days, forcing him to miss the first two rounds of the 1996 World Championship MX Series.

The AMA Superbike National Championship round originally scheduled for September 27-29 at **Firebird International Raceway** in Chandler, Arizona, has been **canceled**. The management at Firebird opted not to promote the race in 1996, according to the AMA. "The Phoenix-area market is certainly one in which AMA Pro Racing would love to have a presence," said AMA Pro Racing Executive Director Tom Mueller. "We will make every effort to bring AMA Superbike Series racing back to Phoenix in the near future."

While **Speedvision** will air the second round of the AMA Superbike National Championship from Pomona, California, live on April 21, those who don't get the new motorsports channel can watch the race on Thursday, April 25 on Prime SportsChannel.

Prime will also air the opening round of the NASB **Formula USA** race from Willow Springs, California, on during two shows on Thursday, April 11 and Thursday, April 18. Those tuning in for the April 11 show will see not only F-USA action, but also highlights from the 125cc race at Willow; on April 18, the show will include highlights from the Triumph Speed Triple Challenge Series.

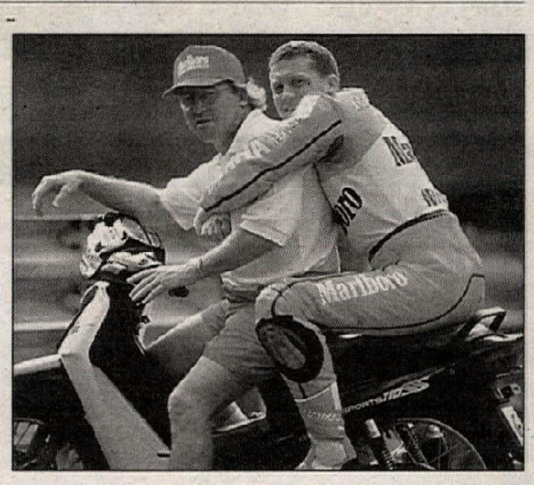
Cary Agajanian, chairman of the board of directors for AMA Pro Racing, awarded **Leo Mehl** with the AMA's Most Valued Person award during intermission at the March 30 Indianapolis Supercross. Mehl, who recently retired as Goodyear's worldwide racing director after 22 years, has been acknowledged by many sources as one of the most influential individuals in motorsports. Part of his involvement included AMA racing and Goodyear's current involvement as a tire provider to the Grand National Championship dirt track series.

The AMA is now selling the 1996 versions of its **competition publications**, including the AMA Pro Racing Rulebook and media guides for supercross, superbike and the Grand National dirt track series. The rulebook and supercross and dirt track media guides are available for $10 while the superbike media guide sells for $18.95. For more information, call AMA Product Sales at 614/891-2425.

Mark Moisan and his 1990 Suzuki GSXR recently won the American Motorcycle Institute's **Brute Horsepower Shootout**. Moisan's GSXR posted 308.4 horsepower on AMI's dyno in the Unlimited Import class.

Legislation recently signed into law by Virginia Governor George Allen ensures that motorcyclists will enjoy continued access to the state's high occupancy vehicle (HOV) lanes, according to the AMA. Virginia had been the last state in the country to comply with a section of

Back to School



No matter how many titles you attach to his name, Grand National Champion, World Champion, three-time Daytona 200 winner, U.S. GP promoter, Kenny Roberts (right) is a teacher at heart. He's been teaching riders, from Wayne Rainey to John Kocinski to his own children, nearly all his life and the results have been impressive: four World Championships - three with Rainey, one with Kocinski - and enormous respect in the Grand Prix world. This year Roberts is starting over.

After failing to re-sign Luca Cadalora or sign Repsol Honda's Michael Doohan or Ducati's John Kocinski to his Marlboro Yamaha squad, Roberts has gone with a youth movement: class newcomers Jean-Michel Bayle and Kenny Roberts Jr., and returning rider Norifumi Abe. The results have been mixed so far, but the season is early and Roberts knows where the work is to be done.

The biggest project is Abe. The 20-year-old Japanese rider has so far failed to live up to the expectations he generated with a masterful ride in the 1994 Japanese GP. The problem, as Roberts sees it, is a radical style that he hasn't been willing to change.

"He leans over more than any rider I've ever worked with," Roberts says. "When the bike's leaned over that far you're going to have midcorner dramas." The angle is so severe, and the stress on the tires so great that "at our first test the tire didn't last more than five laps. He's got to change that style to make the tire last." The blame was put to the tires when they used Dunlops last year, but, with virtually all of the factories on Michelins this year, the rate of tire wear is better known and Abe's is extreme.

"When you make a style change with some riders, you don't succeed. Two years ago he was sliding the bike. I asked him why he wasn't doing that now and he said, 'I don't know.' He's probably so worried about changing his style that he's not the same old Abe," Roberts says. "He's got a very fun and unique style. It's certainly not going to work in the 500 class the way it is now and he knows that." Roberts said that Abe's bike was probably an inch higher than Luca Cadalora. "It's extreme. Wayne (Rainey) never drug the bike on the ground. Abe drug it everywhere."

Changing his habits won't be easy, Roberts admits. "It's a lot easier to take someone who doesn't know and make it right."

As for the former Motocross and Supercross Champion Bayle, Roberts says, "I'm very happy, very happy considering how little time he's had on the bike. He just needs the information to figure it out for himself. As he gets more experience he'll go faster. For the first year on a 500, I have to say he's going extremely well. He's doing better than I anticipated he would."

The leap for Bayle is twofold. Not only is he moving from a 250 to a 500, but he's also going from Dunlop to Michelin. The transition hasn't always been easy. Bayle totaled a 500 during winter testing and fell a few more times. Roberts believes that part of the answer lies in the tires.

"Until you ride a Michelin and practice somewhere cold or hot, it's a feeling you're just not familiar with," Roberts said. "Both Bayle and Kenny Junior have to go through it. I anticipated this happening." Of his most dramatic crash, Roberts said: "I told Bayle to give it five laps. On the second lap he gassed it and it threw him over the bars."

Henny Ray Abrams

the Intermodal Surface Transportation Efficiency Act of 1991, the omnibus federal transportation bill that directed states to open HOV lanes to motorcyclists unless the state could demonstrate that doing so would create a safety hazard.

The AMA Government Relations Department is now offering legislative reports on **CompuServe's Motorcycle Forum**. The reports are revised weekly and include regional summaries of all proposed federal and state legislation that could impact motorcycling, and allows motorcyclist rights advocates to track the progress of legislation in their state and throughout the country.

Laguna Seca Raceway is offering race fans an opportunity to take a lap of the "new" Laguna Seca Raceway during the upcoming Toyota Challenge of Laguna Seca, the third round of the AMA Superbike National Championship scheduled for April 26-28. For a cost of $10, race fans can take their own motorcycles on a lap of Laguna with all proceeds going to the **Wayne Rainey Foundation**, a nonprofit foundation headed up by the three-time World Champion for research on spinal injuries. Motorcyclists much purchase a race ticket and attend the event in order to participate in the lap around the track. For more information, call 408/648-5111.

The **Timekeepers Motorcycle Club** recently presented the Hazel Hawkins Hospitals Foundation with a donation of $4100. Timekeepers is an off-highway racing club with approximately 40 members. "We are a very active organization," said Dean Jenkins, director of competition of the Timekeepers. "And since we get so much enjoyment riding the trails at Hollister Hills State Vehicular Recreation Area, this donation is our way of saying thank you to the community and hopefully do something special for the children." The money was raised through the raffle of a new Honda XR.

Karen Sotiriou, a licensed massage therapist working for **Body Mechanic Sports Massage,** will be working at all of the AMA National Championship Road Race Series rounds and as many NASB rounds as she can. For more information, call 800/792-7706.

Road racer **Jim Leslie** will compete in the 1996 AMA 750cc Supersport Series on a Suzuki GSXR750 backed by Hooters Racing. Steve DeCamp will continue to ride the team's Superbike and both riders will wear the number 13 on their fluorescent-orange paint scheme.

Longtime off-road motorcycle enthusiast **Randy Elkins**, 40, was killed on March 25 while off-road riding near San Diego, California. He is survived by his wife, Lynnda, his mother, Fay, and his two children, Jake, 16, and Lauren, 13. Jake Elkins will continue his motocross career and contributions in memory of Randy Elkins will be used to further his son's racing efforts. Donations can be sent to Lynnda Elkins, 24339 Del Amo Road, Ramona, CA 92065.

Reg Pridmore has announced that the "Premier Executive School" portion of his **CLASS Motorcycle Schools** - a 12-student weekend school - has been filled eight months ahead of its scheduled start. This exclusive school, priced at $1950, will take place in October on the Streets of Willow in Rosamond, California. Due to the overwhelming response, Pridmore is planning another school for Laguna Seca in November. For more information, call 805/933-9936.

Dunlopad Brakes has announced that it has been chosen as an official sponsor by the Motorcycle Mechanics Institute (MMI), the motorcycle technician training school with locations in Orlando, Florida, and Phoenix, Arizona.

With his victory in the Indonesian Grand Prix on April 7, two-time World Champion **Michael Doohan** moved to within four wins of four-time World Champion Eddie Lawson on the all-time 500cc GP win list. Doohan's win was the 27th of his career and he is now within reach of Lawson's 31 career victories, an amount that has Lawson third on the all-time list behind Giacomo Agostini and Mike Hailwood.

Two-time 250cc World Champion **Max Biaggi** is another who is steadily climbing into the elite ranks of all-time winners in Grand Prix racing. Biaggi's win in the opening round of the series in Malaysia on March 31 was the 16th of his career. The Italian is now just one win behind Kork Ballington and Carlos Lavado and two behind Jim Redman, who is currently sixth on the all-time 250cc win list. The all-time leader in 250cc GP wins is Anton Mang with 33.

Round three of the **Sunstar Spring Classic** will be held at Race Plex, a new track in Victorville, California, on April 28. Practice sessions will be held on April 27 at the track which is located off the I-15 at the Stoddard Wells Road exit. For more information, call CMC at 714/367-1141.

The **Motorcycle Heritage Museum** has resumed regular weekend hours. Until October, the museum - which is located at the AMA headquarters in Westerville, Ohio - is open on Saturdays from 10 a.m. to 4 p.m. and on Sundays from noon to 4 p.m.. The museum will also be open through the Memorial and Labor Day weekends and on Independence Day.

AUTOGRAPH SIGNING: At Joel Bianco Kawasaki in Valley Park, Missouri, on April 26 from 6 to 7 p.m. Team Suzuki's motocross team is scheduled to appear. For more information, call 314/225-5600.

HIRED: Carlos De Leon, by Galfer Brakes USA. De Leon will assist Galfer in developing more dealers in California and Oregon and will also be on hand at all West Coast National racing events. For more information, call 800/685-6633.

AUTOGRAPH SIGNING: At Bert's Motorcycle Mall in Azusa, California, on April 18 from 6 to 7 p.m. Yoshimura Suzuki's Pascal Picotte, Aaron Yates and Mat Mladin are scheduled to appear. For more information, call 818/334-1288.

SIGNED: A sponsorship agreement between Laguna Seca Raceway in Monterey, California, and two local sponsors for the 1996 racing season, Big Sur Bottled Water Inc. and Chateau Julien Winery.

HIRED: Ann Boge and Gary Stanger by Laguna Seca Raceway. Borge will serve as Laguna Seca's hospitality coordinator and Stanger has been hired as the racewayís public relations coordinator.

OPENED: Race Code's home page on the World Wide Web. The site can be found at the following address: http://www.paloverde.com/~racecode. Race Code develops motorcycle racing-related software for personal computers.

AUTOGRAPH SIGNING: At J&W Cycles in Washington, Missouri, on April 26 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Damon Huffman and Ryan Hughes are scheduled to appear. For more information, call 314/239-5575.

OPENED: American Motorcycle Institute's home page on the World Wide Web. The site can be found at the following address: http://www.ami-wrench.com.

OPENED: Titanium Advantage's home page on the World Wide Web. The site can be found at the following address: http://ti-ad.com.

OPENED: Dunlop Tire Corporation's Motorcycle Tire Division's home page on the World Wide Web. The site can be found at the following address: http://www.dunloptire.com.

AUTOGRAPH SIGNING: At the Kawasaki display tent during the upcoming AMA Superbike National at the Pomona Fairplex in Pomona, California, on Saturday, April 20. Muzzy Kawasaki's Doug Chandler is scheduled to appear from 11:15 a.m. to 12 p.m. and his teammate Mike Smith is scheduled for 1 p.m. to 1:50 p.m.

CORRECTION: A Suzuki race-win advertisement in the March 27 issue incorrectly attributed the A Vet-class win at the Alligator Enduro to Mark Hyde. The race was actually won by Suzuki-mounted Robert Kirchner.

AUTOGRAPH SIGNING: At Midwest Motor Sports in Hartford, Illinios, April 26, from 6:00 p.m. to 7:30 p.m. Team Yamaha MXers Damon Bradshaw, John dowd, Doug Henry and Kevin Windham are scheduled to appear. For more information, call 618/251-3902.

OPENED: Bobby Keith Racing, a racing motorcycle paint shop in Redwood City, California, owned and operated by AMA 250cc Grand Prix racer Bobby Keith. For more information, call 415/598-0427.

OPENED: Beaudry Motorsports in Coeur d'Alene, Idaho. Beaudry is a full service dealer for Ducati, Husqvarna, KTM and Husaberg motorcycles and is located just 15 miles east of Spokane, Washington. For more information, call 800/735-2407.

BORN: Phoebe Ann Bierman, to Southland Racing Association member Mike Bierman and his wife Julie on March 21 in Anaheim, California.

AUTOGRAPH SIGNING: At Yamaha of Burbank, in Burbank, California, on April 18 from 6:30 p.m. to 8 p.m. Vance & Hines Yamaha's Jamie James and Tom Kipp are scheduled to appear. For more information, call 818/845-8738. CN

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VOICES
Letters to the editor

Husky man

I am absolutely dumbfounded by your "so called" 1996 Middleweight Off-Road Comparison (Issue #13, April 3). As the proud owner of a 1996 Husqvarna WXC 250, one cannot help but wonder how much time and effort was put into your shootout. I'd be willing to bet you didn't log enough time to wear the paint on the sides of the frame.

As for the Husky's "pipy motor that won't wow you in any particular area," I'd put big money on the fact it would walk on anything else in the test (besides the WR and perhaps the CR, I'm sorry, CRE). And what about the CRE, a bike that won such high praise. A bike that costs $6500 - let me repeat, six thousand, five hundred dollars and has a 19-inch rear wheel. Put an extra $1500 into any one of the other bikes and see how much more detailed they become. Again, one can only wonder.

As for the Husky's "heavy steering, high-effort clutch and big feeling," you need to find some testers who measure over 5' 4" and have an ass.

That brings me to my next point. Where do you guys test these machines. Let me guess... California. But I'm sure you hit some tight and sloppy trails, right? Sure you did. Go East! Put these machines in their element. I must admit, my opinion is very biased, but the Husky is a finely detailed machine that, when in the right hands, is one of the finest machines off-road known to mankind. An opinion you testers would have certainly realized by spending more than five minutes on it before passing it to the next guy.

But as I flipped through the rest of your publication in disgust and viewed a plethora of various Japanese advertisements, it all started becoming clear why the Husky may have rated so poorly and the other bikes rated so well. Vested interest? Hmmmm... one can only wonder.

Lee Presgrave
Aldie, VA

Our Off-Road Shootout was conducted over several weeks in both dry and wet conditions and we stand by the results of our test. Believe it or not, Lee, it does rain here... Editor.

Another Husky man

In your 1996 250cc Off-Road Comparison, the 250 Husky got the short end of the stick. If I relied strictly on your evaluation, I probably wouldn't purchase this bike. I own a '96 and mine performs much better than your riding impression leads us to believe. Why don't you do it again in tight eastern riding conditions?

What does it take to "wow" you? The bike's neither pipy nor short on power anywhere in the rpm range. Maybe East Coast hills are not as difficult as yours - not! If the rear brake is just "there," how about the ATK, KTM and TM? I believe they all have 220mm Brembo units on the rear. I did have to modify my right peg to stop the kick lever from hanging. Finally, how can a bike that fouls plugs at the start of every ride possibly be rated higher than the Husky? B- indeed!

Steve Blackman
Greenwood, SC

883s and 600s

Great job by Scott Rousseau (In the Tapes, Issue #13, April 3). Mr. Agajanian, like his father, has been involved in promoting dirt track racing for many years. I would think Chris would know what the fans want. As a dirt track fan for some 35 years, I feel AMA/H-D rules on the 750s have reduced that class to one brand. Now with the 883s, dirt track fans only get to see one brand of motorcycle race.

Mr. Hutchins is right, "everybody is screaming about getting back to grassroots racing." But Mr. Hutchins is wrong. The one-brand 883 class is not grassroots Class C racing. Class C racing is about different brands on the race track.

If it is so important for AMA/H-D to have an all-H-D show, go ahead, but don't take grassroots Class C racing away from us "non-Hog fans."

Mel Joos
Washington, IL

Again

Ron Wood is dead wrong on 883s. He stated, "Watching 883s is like watching paint dry." He should have said, "Watching 883s is like watching paint *never* dry."

I had a worn-out 1952 Triumph 500 that would go faster than an 883.

While at the Devils Bowl 883 race, I listened to the male fan next to me try in vain to explain to his wife about the 883 race. Both of these fans were at their first motorcycle race. Her comment on the fourth lap of the second heat was interesting: "When are they going to start racing?" she said.

Come on AMA and promoters, let's get into the '90s, not the '50s.

I do know two people who like the 883s - the newspaper salespeople and the concession people.

P.S. I know one sure way to kill the 883s - Honda, please build one.

Bill Ridinger
Topeka, KS

And more...

I am not anti-Harley-Davidson, but I would not own one again. In 1989 I bought a new 883 Sportster, rode it for five years, maintained it well and kept it looking good. I sold it in 1994 for $500 more than I paid for it. Yea, Harley-Davidson.

The 883 is a fine weapon for putting from bar to bar, picking up chicks and taking short road trips, but please keep that 883 on the pavement and away from professional dirt track racing. I am a true flat track fan dating way back to the early '60s and have attended some 30-plus Grand Nationals and am still going. I was sickened when Harley-Davidson and the AMA forced their way into dirt tracking with the 883. Their reasons for doing so are obvious and the same as Ron Wood - Harley and Ron Wood both have a product to sell and I can't find any fault with that.

The 600cc class is pure dirt track - lean and mean and fun to watch. Wood put it well when he said: "Watching an 883 race is like watching paint dry." Granted, 600cc racing is expensive but what form of Pro racing isn't?

My hat goes off to Ron Wood for his efforts to revive the 600cc class and especially to Chris Agajanian for his gutsy move to ban the 883s from his races. It's about time someone with balls has stepped forward; his dad had balls, too. What do the 600s have now, three Nationals a year - shame on the AMA.

P.S. I sure would like to see the Castle Rock TT back on the Grand National tour.

Don Jourdan
Taft, CA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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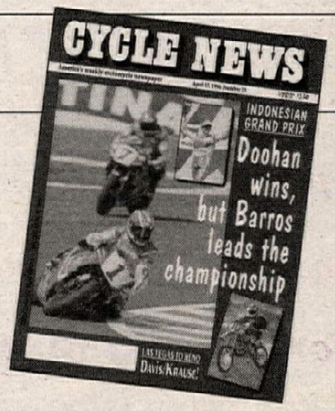

ON THE FRONT COVER

Michael Doohan (1) leads Alex Barros (7) in their battle for victory in the Indonesian Grand Prix; Doohan (inset) won, but Barros leads the championship point standings. Photos by Gold & Goose. Inset: Ty Davis teamed with Paul Krause to win the Las Vegas-to-Reno. Photo by Tom Van Beveren.

Kawasaki MOTORSPORTS

Team Splitfire/ProCircuit/Kawasaki AMA Supercross Indianapolis, IN. March 30, 1996

This is Mickael Pichon. Below him, you'll find a Kawasaki KX125 – and all his competition.

In this city so famous for speed and motorsports, Mickael Pichon rode like, well, the championship leader. And after his victory in the 125cc supercross final, he was just that. Now that he's firmly atop the East Coast standings, it looks like everyone will be chasing Mickael and his KX125 for the rest of the year.

"This was definitely the easiest of the year. Rutted tracks are my kind of tracks. At home, I have to ride in the mud and the ruts all the time. I'm used to that kind of stuff."
– Mickael Pichon defending East Coast 125cc Supercross champion and Eastern Region 125cc Supercross series leader

SplitFire SPARK PLUGS · PRO CIRCUIT · Kawasaki · UFO · GTK · Twin Air · Maxima · N Style · VP Racing Fuels · alpinestars · Boyesen · Troy Lee Designs · WORKS CONNECTION · BRIDGESTONE · THROTTLE JOCKEY · Renthal · BRAKING · RK · MAXIMA · BELL · OAKLEY · HTP RACING

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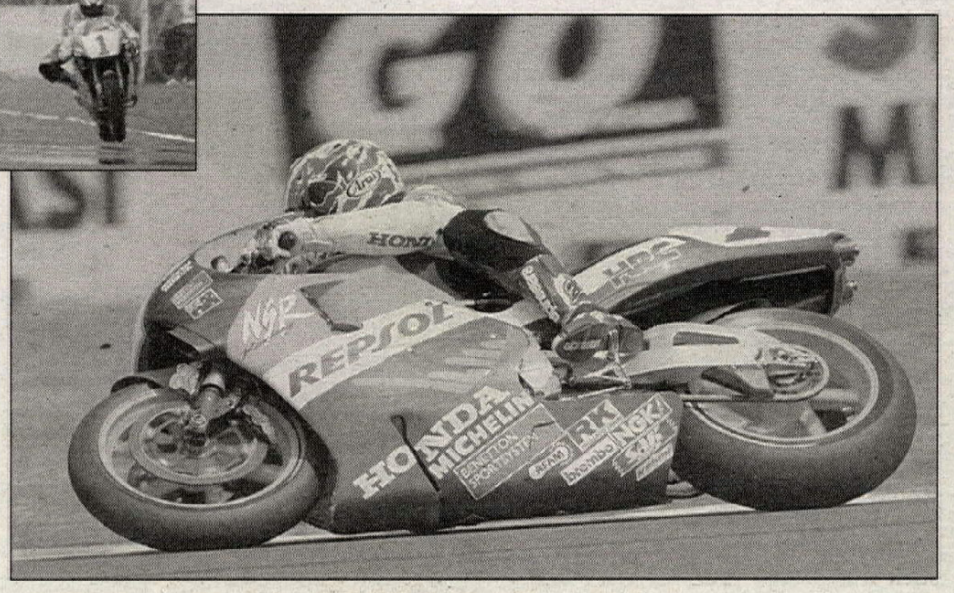
Round 2: Indonesian Grand Prix

BACK TO NORMAL



(Left) Michael Doohan (1) leads the way in the inaugural Indonesian 500cc Grand Prix in Sentul. (Below) Doohan scored the 27th win of his career after a race-long battle with Brazilian Alex Barros.

By Henny Ray Abrams
Photos by Gold & Goose

SENTUL, INDONESIA, APR. 7

Riding like the two-time defending World Champion that he is, Repsol Honda's Michael Doohan assumed his proper spot on the top step of the podium at the sweltering inaugural Indonesian Grand Prix, his lavish trophy handed to him by none other than the president of the country. After a hiccup of a race in Malaysia, where he suffered tire trouble and embarrassment at the hands of first the new V-twin Honda, then the private Honda of Luca Cadalora, Doohan was back on form, riding a calculated race that wore out the opposition when it counted most - at the very end.

Doohan's number one is in the first position on every lap of the lap chart, but what the chart doesn't say is that he was doing it under severe duress. Brazilian Alex Barros, resurgent on the 1995 Pileri Honda, kept the heat on the entire race until hitting traffic with just a few laps to go. Up to that point he'd held a constant gap from Doohan of less than a second and appeared ready to pounce. Doohan, as usual, was flawless, and by turning three of his fastest laps over the last four was able to collect his 27th career win before a crowd of 50,000.

"The first 10 laps I was actually trying to look at the pit boards to see who was behind me," Doohan said, following the trophy presentation where he was congratulated by President Soeharto. "And I knew from practice and qualifying that Alex (Barros) was about the most consistent guy out there. I could see his lap board all the time and I could see his times and they were matching mine, and I just tried to keep as much of a buffer as I could without him coming by me until the last 10 laps. Then we got up to a bit of traffic late in the race and it went up to point zero, so I decided for the last few laps I better pull my finger out and go for it. That was my plan from the start - to make a break for it, and if I couldn't make a break for it I'd run the pace of the guy behind me until it got to a critical point in the race where I felt that by making a break I could make it stick."

That he was able to keep Doohan well in sight, and mount a significant challenge, said a lot about Barros. After a year of struggle on the Kanemoto Honda, Barros joined the Pileri Honda team with the same 1995 machinery that he rode last year. Judging from the results the past two weeks, there doesn't seem to be a lot of difference in the gear.

"All weekend I've tried to be consistent," Barros said. "I made a good start and tried to follow Mick (Doohan), while saving my tires for the end of the race. I tried to put him under pressure, but I think my rear tire spun on the rim and from then on I was getting a lot of rear-wheel chatter. Mick was very consistent, he made it very hard for me. It's great to be leading the World Championship after two bad seasons."

By finishing second in the opening two rounds, Barros becomes the first Brazilian ever to lead a road racing World Championship. His 40 points are four better than Doohan's, with Kanemoto Honda's Luca Cadalora third at 35. Cadalora finished sixth today on a machine that didn't feel right, and with a sore neck.

The margin of victory for Doohan at the end of the 30-lap, 73.92-mile race was 3.227 seconds, though as late as the 27th it was less than a second. Doohan completed the race in 43 minutes, 50.798 seconds at an average speed of 101.147 mph.

There wasn't much drama in the top 10, and the order didn't change one spot after the fourth lap. That's when Repsol Honda's Tadayuki Okada was forced out with a melted piston on the NSR500 V-twin while running in third place. That made the order of the top 10 Doohan, Barros, Marlboro Rainey Yamaha's Loris Capirossi, Repsol Honda's Alex Criville, Fortuna Honda Pons' Carles Checa, Cadalora, Lucky Strike Suzuki's Scott Russell, Marlboro Roberts Yamaha's Jean-Michel Bayle and Norifumi Abe, and Fortuna Honda Pons' Alberto Puig. Nothing would change to the end, though there was potential.

Capirossi ran near the leaders early before front tire problems slowed him in the late going. That made him vulnerable to attack from Criville, who'd spent the race holding back Checa and finally getting away toward the end. Criville would come up less than a second back of Capirossi.

Well behind came Cadalora, mostly alone the whole race, mostly sore and sliding around with a machine that wasn't tractable.

Russell was next, neither front or rear tire giving him much confidence, then engine noises spooking him midrace on a track he never came to grips with. He had to back off and Bayle made a run, but the 31-year-old Georgian was waiting and ready and put a few seconds between him and the Frenchman at the end.

After Bayle came his teammate Abe, the Japanese rider never on the gas and very nearly losing the spot to Puig on the final lap, the difference being 0.041 second.

The 250cc race was a similar scrap, though there was the occasional lead change. Marlboro Rainey Yamaha's Tetsuya Harada and Chesterfield Aprilia's Max Biaggi took off at the start at an unassailable rate. Harada was in front most of the time, though Biaggi would make the occasional run and pass, only to almost instantly drop back. Officially, Biaggi led the 12th and 21st laps, though he was never far back and looked ready to lead at any time. Appearances proved deceiving and Harada was able to take the race in hand with the fortuitous use of a backmarker on the final lap, to win his first race in nearly a year.

"My tactics were straightforward. I got in front of Max (Biaggi) at the start and I did everything I could to stay there, because I thought he might be able to make a break if he got ahead of me," Harada said. "I wanted to run the race at my own pace, not his, and that's the way it worked out."

For his part, Biaggi wasn't willing to blame the backmarker, his fellow countryman Gianluigi Scalvini, for the outcome of the race.

"I think Scalvini doesn't trouble me," Biaggi said. "It was very difficult to pass Harada the last few laps. Maybe his tire had better grip. Maybe the Michelin was better at that distance than my tire. All the time I was sliding my rear tire, so I decided to finish the race."

Third place, alone and unchallenged most of the way, was the recovering Ralf Waldmann of the HB Honda team. Waldmann was in his first race since a test injury and felt that his finish was the best he could have hoped for.

"Two weeks after breaking my collarbone in that test crash in Malaysia, this third place is like a victory for me. During the last lap I was crying because I was so happy," the 29-year-old German said.

Harada won the 28 lap, 69-mile race in 42 minutes, 13.486 seconds at an average speed of 98.03 mph.

After swapping first and second the first two races, Harada and Biaggi are tied in points at 45. MX Onda-SSP Competition's Luis d'Antin, fourth today, is third at 29.

Like the two races that it preceded, the 125cc race was a two-rider affair, down from four in the early going. Once attrition had thinned the field it was up to Team Ditter Plastic's Masaki Tokudome and Rheos Molenaar Racing's Haruchika Aoki to decide the winner, and then only on the final lap.

Aoki took the lead early on the last lap with Tokudome going up the inside into the double-left before the start-finish line. But his momentum carried him wide and Aoki took back the lead, just in front for the run down the front stretch. That turned out to be the wrong place as the 25-year-old Tokudome drafted by to win by 0.099 second for the second win of his career. Marlboro Aprilia Eckl's Peter Oettl finished third, 7.260 seconds later.

"With two laps to go I had a big moment braking into the chicane and I knew my tires were finished," Tokudome said. "I also knew that Aoki would try everything to beat me on the last lap and that it would be very difficult for me to fight back. So I just tried to keep concentrated and maintain my speed, but sweat was running down my face and into my right eye. It was burning so much that I was squinting through my left eye only and I could hardly see anything. That was when Aoki came by. Luckily for me he had a big slide in the last corner and I paid him back."

The Aprilia-mounted Tokudome finished the 26-lap, 64.06-mile race in 41 minutes, 38.797 seconds at an average speed of 92.291 mph. The margin of victory, officially 0.099 second, was about two bike lengths.

With a pair of seconds in the opening two rounds, Aoki leads the championship with 40 points, two better than Tokudome and seven ahead of Nastro Azzuro Aprilia's Stefano Perugini, eighth today after running off the track twice and suffering engine troubles.

250cc GRAND PRIX

Harada led off the start, with Frenchman Olivier Jacque an early second on the Chesterfield Elf Tech 3 Honda, then Biaggi, d'Antin, and Waldmann. Another lap and it was Biaggi chasing Harada, a game that would play out for the rest of the 28 laps.

Harada had the faster bike in practice, but it didn't show in the race and Biaggi was a shadow second most of the race. Though he was able to pass from time to time it was on desperate braking, and he would run wide in the next bend with Harada easily staying in front.

The first time Biaggi made the pass stick was on the 12th lap, but Harada was a close second and returned to the front on the next lap.

"What I did was get in front of Max and keep Max behind me," Harada said. "If Max was in front, there was a chance for him to get away. My tactics today were to get in front and ride my own race."

He did just that for several more laps, with Biaggi coming by again on the 21st for just one lap. The Italian's tires were going by then, and he knew he couldn't hold on.

"I tried my best but Harada was very hard to pass and my rear tire was sliding around a lot over the last few laps, so I decided to accept second and finish the race," Biaggi said. "It seems that Harada's tires had a longer life than mine and his bike is much better than before. I think we have a lot of work to do."

On the 25th lap the gap from first to second was 0.548 second and it grew a few tenths the next lap before shrinking slightly. On the last lap Biaggi was close. Then came his run-in with Scalvini and any chance he had to close, and there wasn't much, was gone.

For his part, Harada said: "It was a hard battle and there is a lot of confidence between us. It was not as exciting as it looked."

Waldmann moved into third on the fourth lap and pulled away from the field with surprising ease. There wasn't much to his race after that and he was glad for it.

"I knew in advance that it would be a very hard race for me, as I am still not 100-percent fit," he said. "At the start, suddenly the world began turning around me, due to the acceleration, probably still a result of the crash, where I fell heavily on my head. But after I slowed down for a moment everything was fine again. My bike was very fast compared to the other Hondas, so it was not too difficult for me to cover the other Honda riders."

The best race of the day was the one for fourth, with five riders going at it for much of the race and swapping spots constantly. Jacque led the pack for the first half of the race with Rheos Molenaar Racing's Nobuatsu Aoki behind, then Team Benetton Honda's Tohru Ukawa, d'Antin, and HB Honda's Jurgen Fuchs.

Halfway in, d'Antin moved into fourth, with Aoki pressing and taking the spot with four laps to go. D'Antin was by on the next tour and held on at the finish by a scant 0.044 second.

A few seconds back came Fuchs, the German rider having worked his way up steadily in the final few laps and holding off Ukawa by the nearly unmeasurable margin of 0.003 second.

Jacque had been pressing, but lost any chance at staying close when he ran off the track on the final lap. He was back on without losing a spot, taking eighth, one better than Argentinian Sebastian Porco.

"I found myself at the back of a group comprising d'Antin, Aoki, Fuchs, and Ukawa, and on the last lap I tried to pass one or two of them. But I made a mistake trying to get by Ukawa and went onto the grass," Jacque said.

(Left) Barros (7) wheelies his Pileri Honda after finishing second behind Doohan. The Brazilian leads the 500cc World Championship after two rounds. (Above) Loris Capirossi (65) successfully held off Alex Criville (4) for third place; Carles Checa (24) gives chase.

500cc GRAND PRIX

It's hard to ascribe excitement to a race which didn't see an order change in the top 10 for the final 26 of 30 laps, but not to do so would deny the leaders their due. Doohan was in front from Barros and there was the inevitable feeling that it was only temporary. It wasn't.

Barros, showing the sort of style which made him such a hot commodity several years ago, matched the World Champion wheel for wheel, with Doohan taking note of it during the race, as he had in practice.

"All weekend I was looking at the times and Barros was the most consistent at stringing laps together. Other guys would do one or two laps, Alex was stringing a series together," Doohan said, and Barros agreed.

"All weekend I try to make the race lap by lap, constant laps, and I know at the front try to push the first 10 laps," Barros said. "I know after the last 10 laps, sure, I have some problems. I try to save the tires at the beginning of the race, but I have some problems the last five laps. I try to push to make pressure and get him back but we come up on lapped riders. He pushed and my tires moved on the wheel." But Doohan didn't know that and was waiting for the last-lap surge.

"I raced Alex like that before at Assen," Doohan said. "It felt like he did have a little reserve. I didn't want to pull out my reserve. After we got into traffic it was now or never. The last two laps I put my head down and pulled a gap. It wasn't worth going for a lap record."

The gap, first to second, was less than a second with three laps to go, then 1.7, 2.7, and 3.227 at the end. Doohan set the fastest lap of the race on the 27th, a time that didn't match his pole-setting qualifying effort.

Third place was basically decided on the fourth lap. That's when Okada's Honda expired with undiagnosed engine troubles and Capirossi moved into the spot. He seemed unassailable at first, pulling out a gap of better than two seconds midrace before Criville started to take it back. The gap narrowed gradually until the end when it looked like his podium finish was in danger.

"Early on in the race I pushed really hard to stay with Mick and Alex, but I began to run into some front tire problems," Capirossi said. "After my crash last Sunday, the most important thing was to finish, for myself, for Yamaha and for the team. I decided that third was okay. Then I saw that Criville and Checa were catching me so I had to start pushing again to keep my third place."

Criville was catching him certainly, but the heat was taking its toll on his right hand which was operated on a week earlier after a spill. He was able to pull away from fellow Spaniard Checa only to see his run at Capirossi blunted by traffic.

"During the race I started getting Capirossi really quickly, but was unlucky due to many backmarkers," Criville said. He was sliding more than he would have liked and attributed it to his hand injury. "It slid a little on the rear tire but I think it has to do with my bruised hand, as I still have very little sensitivity on the braking hand which is injured. That effect I could not control, but otherwise the bike performed very well."

Well enough to pull away from Checa at the end after being hounded for the first 25 laps. Checa was content to finish fifth to his more experienced rivals and take fourth in the championship.

"The reason I couldn't try to fight for a rostrum finish was that I was close to my limit and I just preferred not to risk," the 23-year-old Checa said. "I wasn't comfortable behind Criville because he was faster out of the corners and then I had to brake too hard to get back behind him. We'll try next time."

Cadalora's race began lonely and got lonelier. At the beginning he tried to stay with the leaders but knew that he wasn't up to it, so he settled into sixth to collect the points at a track he never came to grips with.

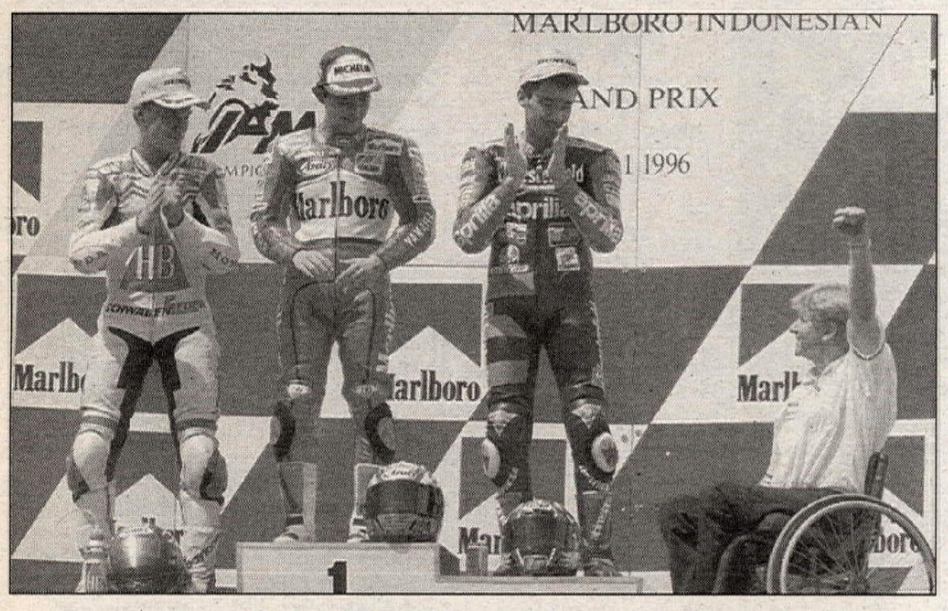
"Here is not the place for us," the 31-year-old Italian said. "It's just that the feeling was not right. Yesterday in the afternoon the bike was working really good. I don't understand why it wasn't right today." He did say that he was suffering from a stiff neck and that it didn't get any better. "I suspect it's a trapped nerve or something and it made me weak in the race. I was having trouble controlling the bike, so there was nothing I could do."

Russell ran in seventh for much of the race, his bike never really right on a track that demanded perfection.

"The tires were sliding around at the end of the morning practice and that's 12

Round 2: Indonesian Grand Prix

(Above) Tetsuya Harada (31) won his first 250cc Grand Prix of the season after holding off two-time World Champion Max Biaggi (1). (Below) Team owner Wayne Rainey - far right- celebrates with the top three finishers, Ralf Waldmann, Harada and Biaggi.



laps," Russell said, adding he knew they wouldn't last in the race. "I did the best the bike was capable of doing." The morning warmup had been promising, with Russell dropping nearly a second off his qualifying time after changing his corner speed and spring rates on the Suzuki. Once the race started, he knew that he wouldn't be able to keep up with the leaders.

"Our bike has to be just right in the corners to race with them," he said. "I could have pushed harder in the race and maybe race with Cadalora, but I knew I didn't have the motor to get around him."

Russell came under attack from Bayle near the halfway mark just as he began to hear engine noises.

"I was waiting on him," Russell said, and once he got close... "I dropped him like a bad habit." The engine noises went away and Russell pulled out to a secure seventh.

Bayle ended up eighth and thought he might do better before errors cost him any advancement.

"I managed to catch Russell and was right behind him for six or seven laps. I thought I'd be able to overtake him, but I made a few mistakes and he was able to get away from me. From there, eighth was the best I could do," he said.

His teammate Abe was ninth and under little threat from Puig until the very end. Another lap and it might have been different, but on this day it was Abe's ninth.

"I was thinking of making the move on Abe in the final lap, but despite scoring my fastest time, it was not possible. One position in the standings is not so important now," Puig said. CN

Sentul Circuit
Sentul, Indonesia
Results: April 7, 1996 (Round 2 of 15)

125cc QUALIFYING: 1. Haruchika Aoki (1:35.138); 2. Peter Oettl (1:35.366); 3. Masaki Tokudome (1:35.760); 4. Dirk Raudies (1:35.787); 5. Tomomi Manako (1:35.816); 6. Stefano Perugini (1:35.846); 7. Noboru Ueda (1:35.904); 8. Jorge Martinez (1:35.972); 9. Garry McCoy (1:36.022); 10. Manfred Geissler (1:36.120); 11. Akira Saito (1:36.136); 12. Andrea Ballerini (1:36.183); 13. Emilio Alzamora (1:36.224); 14. Lucio Cecchinello (1:36.244); 15. Jaroslav Hules (1:36.322); 16. Frederic Petit (1:36.341); 17. Yoshiaki Katoh (1:36.529); 18. Valentino Rossi (1:36.577); 19. Gabriele Debbia (1:36.749); 20. Jose David de Gea (1:36.993); 21. Kazuto Sakata (1:37.074); 22. P. Tessari (1:37.296); 23. Ivan Goi (1:37.562); 24. Darren Barton (1:37.730); 25. Josep Sarda (1:37.822); 26. Stefano Cruciani (1:38.610); 27. Jose Ramirez (1:38.758); 28. Loek Bodelier (1:39.029); 29. Angel Nieto (1:39.493); 30. A. Jayadie (1:40.969); 31. P. Canisius (1:41.493).

250cc QUALIFYING: 1. Tetsuya Harada (1:29.257); 2. Max Biaggi (1:29.271); 3. Ralf Waldmann (1:29.830); 4. Nobuatsu Aoki (1:29.986); 5. Jurgen Fuchs (1:30.043); 6. Oliver Jacque (1:30.130); 7. Luis d'Antin (1:30.430); 8. Tohru Ukawa (1:30.434); 9. J.P. Ruggia (1:30.646); 10. Eskil Suter (1:30.835); 11. Sebastian Porco (1:30.876); 12. Massimo Ottobre (1:30.937); 13. Roberto Locatelli (1:30.944); 14. Jurgen van den Goorbergh (1:30.944); 15. Jamie Robinson (1:30.984); 16. Yasumasa Hatakeyama (1:31.124); 17. Osamu Miyazaki (1:31.450); 18. Oliver Petrucciani (1:31.625); 19. Davide Bulega (1:31.711); 20. Luca Boscoscuro (1:31.804); 21. Sete Gibernau (1:32.105); 22. Takeshi Tsujimura (1:32.180); 23. Cristiano Migliorati (1:32.541); 24. Christian Boudinot (1:32.693); 25. Giovani Scalvini (1:32.930); 26. Jose Luis Cardoso (1:33.048); 27. Christophe Cogan (1:33.384); 28. Regis Laconi (1:33.479); 29. Jose Barresi (1:36.166).

500cc QUALIFYING: 1. Michael Doohan (1:26.883); 2. Loris Capirossi (1:26.903); 3. Tadayuki Okada (1:26.980); 4. Carles Checa (1:27.008); 5. Luca Cadalora (1:27.091); 6. Alex Barros (1:27.213); 7. Jean-Michel Bayle (1:27.244); 8. Alberto Puig (1:27.352); 9. Alex Criville (1:27.358); 10. Doriano Romboni (1:27.500); 11. Scott Russell (1:28.222); 12. Shinichi Itoh (1:28.319); 13. Norifumi Abe (1:28.669); 14. Juan Borja (1:28.872); 15. Jeremy McWilliams (1:28.945); 16. Toshi Arakaki (1:29.182); 17. Laurent Naveau (1:29.768); 18. Frederic Protat (1:29.797); 19. James Haydon (1:30.217); 20. Eugene McManus (1:30.374); 21. Sean Emmett (1:30.604); 22. Lucio Pedercini (1:30.654); 23. Adrien Bosshard (1:30.855); 24. Jean Jeandat (1:31.275).

125cc GRAND PRIX: 1. Masaki Tokudome (Apr); 2. Haruchika Aoki (Hon); 3. Peter Oettl (Apr); 4. Dirk Raudies (Hon); 5. Jorge Martinez (Apr); 6. Noboru Ueda (Hon); 7. Tomomi Manako (Hon); 8. Stefano Perugini (Apr); 9. Akira Saito (Hon); 10. Andrea Ballerini (Apr); 11. Valentino Rossi (Apr); 12. Lucio Cecchinello (Hon); 13. Ivan Goi (Hon); 14. Kazuto Sakata (Apr); 15. Frederic Petit (Hon); 16. Darren Barton (Apr); 17. Jaroslav Hules (Hon); 18. P. Tessari (Hon); 19. Josep Sarda (Hon); 20. P. Canisius (Yam); 21. A. Jayadie (Yam); 22. Manfred Geissler (Apr); 23. Gabriela Debbia (Yam); 24. Garry McCoy (Apr); 25. Emilio Alzamora (Hon); 26. Loek Bodelier (Hon); 27. Angel Nieto (Apr); 28. Jose David de Gea (Hon); 29. Yoshiaki Katoh (Yam); 30. S. Cruciani (Apr); 31. Jose Ramirez (Yam).
Time: 41 min., 38.797 sec.
Distance: 26 laps, 63.91 miles.
Average Speed: 92.083 mph.
Margin of Victory: 0.099 sec.
Fastest Lap: Haruchika Aoki, 1:35.068, Lap 7.

V-fours return to top

Some semblance of order was restored to the 500cc class with Repsol Honda's Michael Doohan taking his usual pole position for Sunday's race followed very closely by another V-four, this one belonging to Marlboro Yamaha Rainey's Loris Capirossi. It was the 29th career pole for the 30-year-old Australian, even though he struggled with a migraine headache that wasn't helped by a skittish front end on his Honda NSR500.

Despite this being the inaugural Grand Prix for the 2.46-mile Sentul Circuit, near Bogor, a town about 25 miles south of the Indonesian capital of Jakarta, most of the top teams had tested extensively here over the winter and came in with a wealth of data. Though Doohan was quickest, he didn't come within half a second of his best time during tests here earlier in the month. He earned the pole position, and 29th consecutive appearance on the front row of the grid, with a lap of 1:26.883 at an average clip of 102.089 mph.

"I was trying to go fast all the time, trying and hopefully see what the race setup will be like," Doohan said. "And that's pretty much what we're running. Right from the word *go* we started getting down to those times. It's just that I could never seem to piece them together. I kept overshooting the turns and the bike wants to lose the front end turning into the turns. And naturally I'm turning back in to get back on the line. A couple of times I'd just leave it a millisecond too late on the brakes and I'd just have to let it run out wide. Basically, it's all trial and error and today there was more error than anything else."

Dire warnings had been broadcast about the track, much having to do with the surface which could easily be complicated by bad weather. Because the race came at the end of the rainy season, and Bogor is known as the "City of Rain" for its more than 300 thunderstorms a year, there was considerable concern that the race would not run. Water tends to come up from under the tarmac and it takes an inordinate amount of time for the track to be completely dry. But for practice and qualifying, at least, there were no worries and Doohan was generous in his assessment of the 12-turn, stop-and-go circuit.

"I think it's as good as anywhere," he said. "The nature of the track is going to produce close racing because just the way it is so flowing, except the first-gear chicane. I think tomorrow is going to be a bit of a dingdong of a race because there's going to be that much drafting. When you're together with a bunch of people it's going to be hard to make a break. I really think it's going to come down to the last five, 10 laps to see who's doing what and who's got it together best."

Another concern was tires. Because temperatures were in the 90-degree range, tire conservation would be paramount. That the track features mostly constant-radius, flat turns, which tend not to abuse tires as much as the banked turns at last week's stop in Shah Alam, Malaysia, only slightly eased the concern.

Capirossi was nearly as quick as Doohan, his best time just 0.020 clicks off and coming at the very end of the second qualifying session. Like Doohan, he was hurting - the right heel he hurt in the Malaysian GP crash - and also trying to find something that steered well through the corners.

"That lap time wasn't too difficult," the Italian said. "We were having a few problems in the middle of the corners, so I came into the pits for new tires with 15 minutes to go. We also made a couple of adjustments to the bike, but when I went out again the track was far too busy, so I waited for a gap and then did my best."

Repsol Honda's V-twin-mounted Tadayuki Okada was third-fastest after holding provisional pole following the first day. The pros and cons of the V-twin were again debated, but with a lot of stop-and-go corners, and only one long straight, the agile new Honda was able to stay on the pace. Okada's time was less than a second behind Capirossi's, though he thought it might have been more.

"The difference between the V-four and the V-twin was a bit smaller than expected here," Okada said. After testing here in the winter, Okada knew that he would be able to draft the four-cylinder bikes in a straight line without the V-fours pulling away. He also knew that he was faster in the corners and split times confirmed it.

Fortuna Honda Pons' Carles Checa sat at the end of the front row, the Spaniard slightly injured in a practice spill, but not seriously. "Despite my injured finger, I've had to give my best in the last laps because my front-row spot was not certain," Checa said. "But I feel physically very good and I think that I can keep a fast pace throughout the whole race."

A pair of private Hondas belonging to Kanemoto Honda's Luca Cadalora and Honda Pileri's Alex Barros started off the second row, then the first Marlboro Roberts Yamaha bike of Jean-Michel Bayle, and finally Alberto Puig on the second Fortuna Honda Pons entry.

Cadalora was outspoken in his dislike for the track and struggled to build confidence in his front end. He finally hit on a solution well into the second session and didn't improve over the final 15 minutes. After finishing the first day in seventh, the improvement wasn't unwelcome.

"We finally fixed our front-end problem and we were very close to the fastest times, and that's all that matters," said Cadalora. "Once we got the bike right, we spent a lot of time trying different tires."

Barros was next, continuing an impressive run on last year's machinery, inexplicably getting back on the form that was missing last year. Then came the former motocrosser Bayle, who benefited from a tow by Doohan.

"I did my best time behind Doohan, when he was doing his fastest lap," Bayle said. "That's the first time I've followed him for a whole lap. It was interesting and I picked up a few things. He's very fast into corners, but there's no magic in what he does. He made about 15 meters on me during the lap."

Puig took eighth-fastest, saying that he was still getting used to using the rear brake with his right hand, the fix-it cure for the serious leg injury he suffered in last year's French GP.

Lucky Strike Suzuki's Scott Russell was on the third row, but well in. Before him came Team Repsol Honda's Alex Criville, his left hand still wrapped from recent injuries, and then the other V-twin, Aprilia's Doriano Romboni. Like many others, Romboni was having trouble making the front end stick and worried about how much ground there was to make up from the third row.

Russell was similarly concerned and hoping that qualifying wasn't an indication of the race.

"Not a good afternoon," he moaned after coming 11th, better than a second and a half off the pace. "The others all went quicker, but we're still struggling to find the last few percent you need to do that. I feel if I go any harder, I'll end up in the sand.

"We've been all of the map with both bikes and if we can't sort it out for tomorrow I'll just get some points and look forward to Suzuka, where I think I can win," he added. The morning warmup brought some encouragement with Russell knocking nearly a second off his time after softening up the suspension and fitting a new front tire.

The final factory Honda, the V-twin of Repsol Honda's Shinichi Itoh, filled out the third row.

Marlboro Yamaha Roberts' Norifumi Abe began the fourth row, then the field was filled out by the first of the Elfs, then a host of private Yamahas, another Elf and the Paton. Abe's chances of making a late run up the grid came to an end when his machine broke in the chicane with 10 minutes to go.

250cc GRAND PRIX: 1. Tetsuya Harada (Yam); 2. Max Biaggi (Apr); 3. Ralf Waldmann (Hon); 4. Luis d'Antin (Hon); 5. Nobuatsu Aoki (Hon); 6. Jurgen Fuchs (Hon); 7. Tohru Ukawa (Hon); 8. Oliver Jacque (Hon); 9. Sebastian Porco (Apr); 10. J.P. Ruggia (Hon); 11. Eskil Suter (Apr); 12. Jurgen van den Goorbergh (Hon); 13. Luca Boscoscuro (Apr); 14. Davide Bulega (Apr); 15. Yasumasa Hatakeyma (Hon); 16. Regis Laconi (Hon); 17. Sete Gibernau (Hon); 18. Gianluigi Scalvini (Hon); 19. Oliver Petrucciani (Apr); 20. Christophe Cogan (Hon); 21. Osamu Miyazaki (Apr); 22. Massimo Ottobre (Apr); 23. Jamie Robinson (Apr); 24. Cristiano Migliorati (Hon); 25. Christian Boudinot (Apr); 26. Roberto Locatelli (Apr); 27. Takeshi Tsujimura (Hon); 28. Jose Barresi (Yam); 29. Jose Luis Cardoso (Apr).
Time: 42 min., 13.486 sec.
Distance: 28 laps, 68.83 miles.
Average Speed: 97.808 mph.
Margin of Victory: 1.809 sec.
Fastest Lap: Tetsuya Harada, 1:29.696, Lap 28.

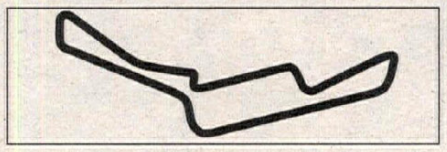
500cc GRAND PRIX: 1. Michael Doohan (Hon); 2. Alex Barros (Hon); 3. Loris Capirossi (Yam); 4. Alex Criville (Hon); 5. Carles Checa (Hon); 6. Luca Cadalora (Hon); 7. Scott Russell (Suz); 8. Jean-Michel Bayle (Yam); 9. Norifumi Abe (Yam); 10. Alberto Puig (Hon); 11. Doriano Romboni (Apr); 12. Jeremy McWilliams (Yam); 13. Shinichi Itoh (Hon); 14. Frederic Protat (Yam); 15. Sean Emmett (Yam); 16. Laurent Naveau (Yam); 17. Toshi Arakaki (Yam); 18. James Haydon (Yam); 19. Adrian Bosshard (Elf); 20. Juan Borja (Elf); 21. Lucio Pedercini (Yam); 22. Tadayuki Okada (Hon); 23. Eugene McManus (Yam).
Time: 43 min., 50.798 sec.
Distance: 30 laps, 73.74 miles.
Average Speed: 100.918 mph.
Margin of Victory: 3.227 sec.
Fastest Lap: Michael Doohan, 1:27.139, Lap 27.

125cc WORLD C'SHIP POINT STANDINGS (After 2 of 15 rounds): 1. Haruchika Aoki (40); 2. Masaki Tokudome (38/1 win); 3. Stefano Perugini (33/1 win); 4. Peter Oettl (32); 5. Tomomi Manako (18); 6. Noboru Ueda (17); 7. (TIE) Valentino Rossi/Akira Saito (15); 9. Dirk Raudies (13); 10. (TIE) Jorge Martinez/Emilio Alzamora (11); 12. Andrea Ballerini (9); 13. Kazuto Sakata (8); 14. Frederic Petit (6); 15. (TIE) Garry McCoy/Lucio Cecchinello (4).

250cc WORLD C'SHIP POINT STANDINGS (After 2 of 15 rounds): 1. (TIE) Tetsuya Harada/Max Biaggi (45/1 win apiece); 3. Luis d'Antin (29); 4. (TIE) Oliver Jacque/Nobuatsu Aoki (21); 6. Jurgen Fuchs (19); 7. J.P. Ruggia (17); 8. Ralf Waldmann (16); 9. Jurgen van den Goorbergh (12); 10. Luca Boscoscuro (10); 11. Tohru Ukawa (9); 12. Sebastian Porco (7); 13. Regis Locatelli (6); 14. (TIE) Jamie Robinson/Eskil Suter (5).

500cc WORLD C'SHIP POINT STANDINGS (After 2 of 15 rounds): 1. Alex Barros (40); 2. Michael Doohan (36/1 win); 3. Luca Cadalora (35/1 win); 4. Carles Checa (27); 5. Scott Russell (22); 6. Jean-Michel Bayle (18); 7. Loris Capirossi (16); 8. (TIE) Alberto Puig/Norifumi Abe (15); 10. Alex Criville (13); 11. Frederic Protat (9); 12. (TIE) Juan Borja/Sean Emmett/Jeremy McWilliams (6); 15. Doriano Romboni (5).

Upcoming Rounds:
Round 3 - Suzuka, Japan, April 21
Round 4 - Jerez, Spain, May 12



Haruchika Aoki (1) and Masaki Tokudome (7) were this close for the final lap of the 125cc Grand Prix; Tokudome ended up taking the victory.

Briefly...

Kurtis Roberts will be making his AMA 250cc Grand Prix racing debut at the Laguna Seca National on April 28, according to his father Kenny Roberts. The youngest son of the three-time World Champion will be riding a 1995 Yamaha TZ250s tuned by Brian Turfrey. According to the elder Roberts, Kurtis is running the race to get more track time during a break in his European 250cc campaign. There have been two of the European races thus far, but the young Roberts hasn't had much luck in either one. "We've had a lot of tire problems," Kenny Roberts said. "We only got the bikes a week before the first race. There was no time to test. He and Jimmy (Filice) both had tire problems at the first race. Jimmy's bike overheated in the second race. Kurtis was in the top group when his tire went off again. After that race, we put one of the old bikes together to see what the differences are."

Kurtis Roberts' older brother, Marlboro Roberts Yamaha 500cc rider Kenny Roberts Jr., sat out the second Grand Prix of the season at Sentul, but will be ready for the next GP at Suzuka on April 28. Roberts Jr. has been dirt tracking to get ready for his 500cc GP debut.

The World Championship hopes of Lucky Strike Suzuki's **Daryl Beattie** were further damaged when his Malaysian testing crash kept him out of his second consecutive race. The 25-year-old Australian suffered inner ear damage, a condition that not only affects his balance, but doesn't have a well-defined recovery period. Lucky Strike team manager Garry Taylor said, "I spoke to Daryl yesterday. He's done ECG's in Australia and here. He said he's getting better every day. It's an inner ear equilibrium problem. He's also had severe locking of some neck and shoulder muscles. From what I understand, it's identical to the injury (Luca) Cadalora had a couple of years ago. We'll wait until the middle of next week and see. He still has to be signed off by the medical tribunal in Japan. I don't think Daryl will ride if he's not fit. He had a thrash in his (BMW) M-3 and said he was not ready to push it to the limit." Beattie is expected to start training Monday for the next GP, at Suzuka, in two weeks' time. Japanese rider Katsuaki Fujiwara, who replaced Beattie at the season-opener in Malaysia, but crashed in practice and failed to make the race, didn't make the trip to Indonesia.

Beattie's continued absence thrusts first-year full-timer **Scott Russell** into the number-one position on the team, though the Georgian doesn't feel any more pressure. "It don't matter if he's here or not," Russell said. "It's too bad for him, tough luck. All I can do is all I can do." The current problem with the Suzuki is that Russell "can't get the bike to get around the race track the way I want it to." Russell had tested at Sentul, but "we left here knowing when we came back we'd have work to do. Here we are." Team manager Garry Taylor said that Beattie's absence puts "more of a workload on Scott. He rose to the occasion in Malaysia (finishing fourth, one-tenth of a second off the podium)." The bigger problem is that with only one machine on the track, there is a 50-percent decrease in data collection and the team struggled to qualify 11th.

Spanish tuner **Antonio Cobas**, the innovative designer who works as the technical director of Team Fortuna Honda Pons, provided the best quote of the weekend in Sentul. In a press release describing the Sentul Circuit, Cobas said: "Boxes rear quibbling is one of the tardier places in the World Competition, only overcome by Suzuka's quibbling (passage speed about 55 km/h)." Huh?

Dunlop's **Jeremy Ferguson** put to rest rumors that IP Aprilia's Doriano Romboni was using an oversized 250cc tire on his Aprilia 400 V-twin. "The normal 500 rear is a 190 and the normal 250 rear is a 160. For the 400 we used a 175 last year and this year we're using a 165. We tried it on the 250 last year and it didn't get universal acceptance."

The **Marlboro Roberts Yamaha** 500cc team will be moving its home base from Uithorn, just outside of Amsterdam, to Banbury, in Oxfordshire, in the north of England. "I got tired of Amsterdam," Kenny Roberts said when asked about the move. "I've got a Ford Cosworth that I need to get tuned up," he said, half-jokingly. Roberts has run his team out of Amsterdam-Yamaha's European headquarters since 1986. The team is moving into what is considered the hotbed of car racing development, triggering speculation that Roberts may be looking to develop his team a long the lines of the Formula One teams which use specialty chassis and factory engines. The Williams Formula One team is in nearby Didcott, Cosworth is close by, and much of the Ferrari Formula One design and development is done in Woking. The Silverstone circuit, which once hosted the bike GP and now has the Formula One race, is about 20 minutes away. Roberts has always been an innovator in seeking out specialists from outside the motorcycle industry, and the move gives him that much greater access to the best in the world.

Further evidence of the growth of motorcycle racing took place in Jakarta on the eve of the Indonesian GP when three-time World Champions Kenny Roberts and Wayne Rainey met President Suharto of Indonesia. The president, whose son owns the Sentul Circuit, also awarded the trophies in the 500cc class while wearing an event T-shirt. Vice President Try Sutrisno did the honors in the 250cc class with the minister of transportation on the podium for the 125s. The race was so well attended that there was a five-mile backup on the highway leading to the track, with cars filling in the median and using the shoulder. Because the **Sentul Circuit** has limited seating capacity, a large number of people had to be turned away.

The next step on Roberts' Asian tour is **Ho Chi Minh City** in Vietnam. Roberts will be going there the day after the Indonesian GP with riders Norifumi Abe and Jean-Michel Bayle. "They get it (the GP's) on Star TV. They figured we were in the neighborhood," he said. Asked how he managed to avoid going there when he was of draft age, Roberts said that his lottery number was above the cutoff, but added that he was given a medical deferment for a knee injury suffered while he was dirt tracking as a novice for the Suzuki factory.

After spending nearly **$20 million** to upgrade their facility, the owners of the Sentul Circuit were not willing to take any chances with the weather so they employed "rain masters" to drive the notoriously inclement weather away from Bogor, a town known as "rain city" for its constant showers. "We have had two or three *pawang hunjans* here for about a week already. They are moving the rain to nearby villages. We're hoping it will be a dry race," Tinton Suprapto, president director of PT Sarana Sirkuit Indo Utama told Agence France Presse. The race was being held just at the end of the rainy season and Bogor, the nearest town, records thunderstorms on about 320 days a year. Much of the off-season testing at the track was washed out and, because of its porous surface, the track takes an inordinate amount of time to dry out after a downpour. The rain masters couldn't stop the rain from interrupting Friday's 250cc qualifying, nor could they prevent it from coming down after practice ended on Saturday. But the race program was run under blue skies and a blazing sun, and not a drop of rain fell on Sunday.

When Kanemoto Honda's **Luca Cadalora** took the checkered flag to win the Malaysian GP, it was the first time a European had led the 500cc World Championship since Italian Franco Uncini led it in 1982. It was also the first time a European had won the season-opener since Barry Sheene won the first race of the 1979 season in Venezuela. If a European had won in Indonesia, it would have been the first time Europeans had won three races in a row since 1982. Repsol Honda's Alex Criville won the final race of 1995 at Barcelona, with Cadalora winning in Malaysia. Instead, Brazilian Alex Barros became the first Brazilian ever to lead the championship.

If you watch the first three GPs on television and don't see any on-bike camera work, there's a very good reason. Honda Racing Corporation informed the International Racing Teams Association (IRTA) that they wouldn't be carrying the cameras on any of their bikes. The confrontation was precipitated by a lack of preparation on the part of HF Systems, a French company responsible for mounting the cameras and rigging. HF Systems had attended a test with the Marlboro Yamaha works teams of Kenny Roberts and Wayne Rainey and the mounting was done properly. The plan, never carried out, was for them to attend a test with the Repsol Honda and Lucky Strike teams. When the teams got to Malaysia they found that they were being forced to jerry-rig the camera equipment and that's when HRC balked. Another factor in HRC's decision is that **Michael Doohan**, at least, has been vocal about the weight limits, which he thinks should be lowered. Adding all of the camera gears puts more than five pounds on the NSR500. The cameras will be operational at the first European GP, at Jerez on May 12, according to IRTA President Paul Butler. Butler said the delay would provide time so that both bikes of each rider in the top 10 is properly equipped. Butler also said that on-bike cameras are never used at the Japanese GP, to be run on April 21 at Suzuka. The cameras were to be fitted to bikes of the top 10 riders, as determined by IRTA before the season began. With the delay, the camera will go on the top 10 in points, though IRTA has discretion in putting them on any other machine. With Lucky Strike Suzuki's Daryl Beattie missing the first two races, it's likely his bike will be camera-equipped, despite his being out of the top 10 in points.

A trio of Hondas took top-speed honors in the 500cc class with the Jerry Burgess-tuned Repsol Honda of Doohan the best of the bunch. The Australian's Honda NSR500 topped out at **182.32 mph** in the second qualifying session, second went to Honda Pileri's Alex Barros at 181.70 mph, with Fortuna Honda Pons 500cc rookie Carles Checa third-fastest at 180.95 mph. The first non-Honda was the Marlboro Yamaha Rainey YZR500 of Loris Capirossi at 180.83 mph. Among the slowest of the factory bikes was the Lucky Strike Suzuki of Scott Russell. The Georgian's bike could only muster the 11th fastest time, 176.60 mph, just behind the V-twin Repsol Honda NSR-500V of Tadayuki Okada.

The question continues to surface: At what point will Repsol Honda's Mick Doohan opt for the new **NSR500V V-twin** that teammate Tadayuki Okada is using to such stunning effect. "For me, at the moment, I'm preferring the V-four. I've only done five laps on the V-twin and that's when the bike was in its early, early stages. For me, I prefer the V-four and I haven't even pushed to ride the V-twin. For people like... Tad (Okada) is a 250 rider, Loris (Capirossi), Max Biaggi, for people like that the bike would be magic. But we've just got to wait and see what evolves with the four-cylinders. At this stage, we've just got to work as hard as we can with what we've got. Obviously, if it comes to the point where we have a disadvantage by running the V-four, then we've got to do what it takes to keep winning, I guess. Hopefully, we can keep working on the V-four. Hopefully, we'll have some new things to test at Paul Ricard. At the moment, the V-four really hasn't changed much over the last few years. It's one thing that we've got to do is concentrate on keeping this alive, to keep ahead of the V-twins. When that rule was also written it was V-fours 115 kilos (253 pounds), twins 100 (220 pounds). We added 15 and now it's being chased again. I'm sure that if we could pull that gap back down I still believe that twin-cylinders would be very competitive, but I believe that some of the edge that it has would be diminished by the way that the four-cylinder can go into the turn. I can remember just testing with more weight on the bike. It ran so differently and when they actually put that weight on the bike a few years ago, you'd get to the middle of the turn and the thing kept going and going. You try to go fast and the bike wants to fall away. I'm sure that all the riders that ride the 500 feel that you want to go quicker through the middle of the turn. But you actually can't get through any quicker. I believe if we make the weight come down, we could do that."

Round 11: Tampa Stadium

McGrath:

By Davey Coombs

TAMPA, FL, APR. 6

On a night that didn't seem much different than any of his previous 38 supercross wins, Jeremy McGrath was especially grateful to be atop the podium tonight. The three-time SX champ was completely thrilled for himself and for his team as he rode into a wave of high-fives from his Honda/1-800-Collect/Fox Racing crew, and also into the record books. By winning Saturday night's Tampa Supercross, McGrath posted his record-breaking 11th win of the season in as many races, the most ever in one AMA Supercross Series. He also snapped Bob "Hurricane" Hannah's all-time consecutive win streak by posting his 15th consecutive AMA Supercross/National victory, extended his own Supercross winning streak to 11, and increased his all-time record to 39. Quite a night's work by any standards.

"It's been really stressful here because everyone's been talking about these winning streaks and all that all week long," said McGrath. "I felt really good and I felt all evening long that I could win if I was just careful, so when I didn't get a good start I didn't panic, and I came from behind to win. It just felt really good to win tonight."

Finishing second behind "Showtime" was Kawasaki's Ryan Hughes, followed by the Suzukis of Mike LaRocco and Ezra Lusk, and the Yamaha of Damon Bradshaw.

If McGrath seemed extremely happy just to win the race, imagine how much better it might have felt for McGrath had Kawasaki's Jeff Emig gotten eighth instead of sixth. An eighth by Emig would have given McGrath an insurmountable 100-point lead in the standings with four races to go rather than the 98-point lead he now holds on Emig, who replaced teammate Damon Huffman for second after Huffman crashed in the main event. In other words, McGrath would have clinched his unprecedented fourth straight AMA 250cc Supercross Championship with four races yet to be run! The way it stands now, Emig would have to win all four of those races and McGrath would have to finish no better than 19th once in order for McGrath to lose the title.

"I'm not worried about the championship at all because that's just going to happen," said McGrath matter-of-factly. "I want to win the next race and then just take each of them after that. I don't have any pressure right now and I'm having fun."

And so is Mickael Pichon. The defending champ was, like McGrath, in a league of his own in Tampa, winning by a huge margin on the SplitFire/Pro Circuit Kawasaki.

"It's great to win that way," said Pichon of his fifth 125cc East victory of the year. Finishing a distant second was Yamaha's John Dowd who had to pull off a last-lap pass on Suzuki privateer Scott Sheak before grabbing the runner-

11 down, 4 to go...

up position. Honda-mounted Brian Deegan and Yamaha pilot Cory Keeney rounded out the top five.

"I was a bit sick and I got a bit tired, but because I had a big lead I could take it easy for the last three laps," said Pichon, who banked a lot of lead time for himself just in case his flu - and the competition - caught back up with him. "If the rest of the races go like this it will be a very good and very easy championship to win."

They call Tampa Stadium "the big sombrero" all the time on Tampa Bay Buccaneer football telecasts because the building is shaped like a giant hat, and a hat (and an umbrella) is just what it looked like everyone would need as the cloudy skies threatened to storm all night long. The rain held off and an announced attendance of 35,286 came out to see the action. The very technical Dirt Wurx-designed track was short and tight, with a lap time of about 50 seconds. Just like in Dallas two weeks ago, the slick ground proved to be as big an obstacle as anything else on the track.

(Opposite page) Jeremy McGrath (1) came from behind to keep his winning streak alive at 11. Here, he leaves the stuffing to Greg Albertyn and Phil Lawrence. (Right) Jeff Emig (2) grabbed the holeshot but couldn't break free of McGrath. Emig ended up sixth after crashing.

250cc

Denny Stephenson of the Great Western Bank team mastered the holeshot in the first 250cc heat but was robbed of the lead by Emig as he exited the first turn.

Yamaha's Kevin Windham, the 125cc West Region points leader, also jumped past Stephenson after a lap for second, followed by Damon Huffman, teammate Damon Bradshaw, Honda of Troy's Mike Brown and Yamaha's Doug Henry.

Emig set a quick early pace up front, but the teenage Windham was going even faster. He closed in on the veteran leader and took a couple of stabs at passing him but then made a slip exiting the first corner and lost contact with the Kawasaki.

"I've got some 250 races under my belt and I'm feeling a lot more comfortable riding with these guys," said Windham, who has won four 125cc main events this year and shows a sixth-place finish as his best 250cc score. "Unfortunately, I tried to pass Emig in one of the slickest corners out there and I slid out and lost a little bit of time. I was able to make some of the time up and that makes me feel better. Hopefully I can keep it up in the main."

Emig earned the win, followed by Windham, Great Western Bank's Phil Lawrence, and Brown. Among the disappointed non-qualifiers were fifth-place Larry Ward, Huffman, Henry, Team Noleen's Kyle Lewis and crash-prone Bradshaw.

"My Kawasaki got me to the first turn in a good position and then I just made a quick move for lead," said Emig, "and that's exactly what I'm going to need in the main event because the track is a little slick and one-lined. I want to get the first turn first because I know where I am going from there."

McGrath must have been listening to Emig on the starting gate because "Showtime" hit the first turn in the lead and never looked back. He was followed at a distance by some of the usual suspects - Honda of Troy's Brian Swink, Hughes, Suzuki's Greg Albertyn and Ezra Lusk. At the opposite end of the pack was LaRocco, who crashed just after the start and would not make it back up to a top-four, direct-qualifying position.

While Showtime rode away into the cloudy Tampa night, "Ryno" and "Swinkster" settled into the second and third positions, while the Suzukis of "Yogi" and "Albee" mixed it up for the final transfer spot in this all-nickname heat race. An aggressive Lusk forced an inside pass on Albertyn on the face of a double jump and in the process forced Albertyn off the side of the jump and into the middle of the whoops section. Albertyn was fortunate not to be facing any oncoming traffic and was relegated to the semi round along with teammate LaRocco and independent team members Xtreme/PJ1-Atomic 22 Jimmy Button and GWB/Innovations Sports' Buddy Antunez.

On the way to the easy win, McGrath did have one uncomfortable moment while lapping Team Xtreme's Alex McElya.

"I couldn't jump the double at the finish because he didn't jump it," said McGrath of the incident. "That's the first time I hadn't jumped it and I didn't know how far away the corner was. I went to turn as soon as I landed from the second jump and it was way too early! I almost had it laid down and was getting ready to gas it when I looked up and saw the hay bales, not the track! Then the guy clipped me and I almost went down. I guess I need to watch what I'm doing out there."

Stephenson grabbed another holeshot to start the first 250 semi but was soon overtaken by Kyle Lewis and Damon Huffman. Also in the early mix were Larry Ward, BSY's Gene Naumec, Doug Henry and Bradshaw. Huffman, still bothered by his painful wrist injury, was not at his best and was dropped a spot by Ward. Just a moment later Lewis made a costly mistake entering the last corner and rode over the banked turn, through the hay bales and down onto the football field. The mishap left Ward in the lead and the unlucky Lewis waiting for the LCQ.

At the finish Ward led Huffman, while Bradshaw raced past Henry and Naumec for third. The odd man out was a frustrated Stephenson, who saw his second holeshot of the night go to waste. The privateer would also head back to the tunnel for the LCQ along with BSY's Doug Dubach.

Suzuki privateer Mike Jones holeshot the second 250 semi alongside Team Chaparral's Greg Schnell and Great Western Bank's Davey Castillo. Suzuki factory pilots LaRocco and Albertyn were next, but neither would wait long before moving into the first and second positions. Farther back, privateers Antunez and Button tangled together and would both drop out of the race.

Albertyn and LaRocco touched a few times once they made it to the front, marking the second race of the night in which Albertyn tangled with a teammate. Still, the South African went on to score a confidence-boosting win over his favored teammate.

"It feels good to win a race - it's been a long time," said Albertyn. "I've been working hard and I felt good out there." As for his second close battle with a fellow Suzuki factory rider of the night, Albertyn said, "You know, I don't want to bang bars with my own teammates. I want to save that for the rest of the guys out there!"

Jones, a barn-storming international arenacross star, finished third on his BT Racing/Barr's Comp./FMF/OBG-backed Suzuki. Yet another Suzuki finished fourth under the direction of a two-class standout Jeff Hedden, while Davey Castillo landed a spot in the 250cc main event for the first time with a fifth-place showing.

Castillo's GWB teammates Buddy Antunez and Denny Stephenson would not fare as well in the LCQ, as both failed to make the two-man transfer to the main. Antunez was involved in a horrific crash halfway down the starting chute and did not complete the race; Stephenson lost out to Lewis and Dubach.

With rain clouds still swirling above the stadium the main event went off with another Emig holeshot, followed out of the first turn by Hughes, Lusk, Windham, Lawrence, McGrath, Albertyn, LaRocco and Henry.

"I think I could holeshot with my eyes closed on this bike," said Emig. "I'm just trying everything I can to win and holeshotting is part of that."

While Emig tried to part with the field, McGrath immediately started picking his way through the pack. He was quickly up to fourth and then passed Lusk as the Suzuki rider was trying to make a pass of his own on Hughes. Moments later McGrath went right past Hughes to settle in behind Emig, but rather than stalk his prey McGrath went right to work, cutting to the inside of the Kawasaki rider after the finish-line double and taking Emig's approach line away on the upcoming triple. The two riders doubled in close order, McGrath leading, and then rolled the third jump to use the inside of the next right-hand corner. McGrath tucked his Honda tightly into the turn, only to feel Emig go even tighter. But there wasn't even room for the Kawasaki and, with McGrath holding his ground, Emig tipped over when the two bikes touched.

"I was going to run in on him and try to bump him out," said Emig. "Damned if you do, damned if you don't. I'm trying to use my head and do the best that I can. I just need to get away from Jeremy and make him chase me down rather than have circumstances like that. If it would have been McGrath in my place, it would have been the same thing."

"Jeff tried to get at me a little bit and it kind of sucks that he fell down after we came together," said McGrath of the encounter with his on-track rival, off-track friend. "After I got in front I felt really comfortable and just went for it. The lappers stayed out of my way at the end. I was on it at the end. I was pumped and it felt good. I broke two records tonight and I'm stoked!"

Just two corners later Emig fell again, this time after Albertyn crashed right in front of him. He lost a handful of spots but kept trying to come back. He made it back up to fifth at one point but then slid off the side of a jump and almost landed on some of the Honda personnel in the mechanic's area.

On the other side of the track, course workers were helping Damon Huffman to his feet after the runner-up in points missed a gear on a plateau jump and landed head first on the ground, momentarily knocking himself out.

"I was jumping up on that plateau in second all day but after losing so much of my clutch I switched down to first, which was a lot easier," said Huffman. "But that one time I jumped up perfect and shifted to second, but I was actually in neutral. Over I went on my head." Huffman broke his full-face Arai helmet in the crash but was glad for that. "Obviously my helmet worked!" said Huffman.

Up front McGrath rode at a smooth but fast pace, picking his way through lapped traffic and setting himself up with a short lead over Hughes, who was never threatened for second by the battle that developed between the dueling Suzukis of Lusk and LaRocco for third. McGrath had time to do a last-lap nac-nac and then a seldom seen "Superman Air" over the finish line to celebrate the 39th main-event win of his career. His lead read just five seconds on the scoresheets but McGrath's comfort zone in the 17-minute main was much more than that.

"Jeff Bobbett from Showa had my bike working killer in the whoops, and that made a big difference," said McGrath.

"I felt pretty good in the race even though my arms kind of pumped up at

Round 11: Tampa Stadium

the midway point," said Hughes, who moved to within three points of Emig for second in the standings. "I was having trouble in the whoops, which is usually my strong point. Hopefully in the next couple of races I can do better. I was hoping to catch Jeremy and I was riding hard but once my arms pumped he scooted away a little bit. Better to get second than midpack, huh?"

While Hughes rode alone to second, LaRocco finally got away from Lusk to pick up the third and final podium spot.

"I feel a lot more comfortable and things are going a lot better for me," said LaRocco after the race. "It's been a while since I've been on the podium and I wasn't overly aggressive. I just tried to get through everyone as clean and quick as I could. Once I saw Hughes the race got short and it was over."

Lusk held on for fourth, though late in the race he was approached by a hard-charging Bradshaw, who had trouble in the early traffic and didn't really get himself going until later in the race.

"Fourth is good, but I just got a little tight there towards the end of the race," said Lusk, who has been very consistent of late. "I lost time when the red cross flags came out for Damon and I didn't want to take a chance of landing on him. I was singling everything but the other guys weren't and I lost touch with the leaders. That frustrated me and made me start trying too hard. There's only a few races left and I think it's time I started really letting it all hang out. I want to get up there to third, second, first - fourth is better than 10th, but I want to be up top."

"I got off to another sorry start and it's just disgusting to be riding back that far," said Bradshaw, who might have been the second-fastest man on the track at the end. "I just kept riding, and when guys made mistakes I just got around them. I felt as good at the end as I did at the beginning and I guess that's a good thing. It's hard to be clean and aggressive at the same time on these tracks. So far I've been nice and I'm to the point where I'm getting tired of struggling behind guys I shouldn't be behind. I've been too nice to them, and that's the end of that."

Emig led the second five across the line, followed, in order, by Ward, Lawrence, Swink and Windham.

"I'm just not coming up with that little bit of luck or little bit of smarts," said Emig of his bad night. "I just can't quit trying to win races now. I know I can do it. Jeremy can do no wrong. I mean, luck is on his side. If two guys go down, they fall opposite ways and he goes between them. We're all trying and trying, but everything just goes his way. Maybe he knows something the rest of us don't know."

"My main event sucked," said Lawrence. "I was up into fourth and I felt real good, but then Albee just lost his head or something and came straight in and cleaned me. I was on the ground and had to come back through with a bent clutch for eighth. I'm just not happy with that."

"It's just one of those mind things that I need to work out," said a disappointed Windham of his 10th-place finish. "I try all week and feel great and then come out here and halfway through I'm dead. I guess it's just going to take time. I have the speed, which would be harder to get than the strength if I didn't have it. It will come."

Albertyn finished 12th but was riding as fast as he has all year, save for a few spills. "Coming from Europe, I'm just not used to having to close the door all the time," admitted the former three-time world champ. "In this kind of racing you have to have eyes in the back of your head. It's much more intense out there than it looks."

125cc

Team Yamaha's John Dowd quickly put last weekend's disastrous non-qualifying ride in Indianapolis behind him by scoring the first 125cc heat-race win over privateers Tommy Clowers and Tony Lorusso. In heat two, Team SplitFire/Pro Circuit/Kawasaki's Mickael Pichon won the best race of the night by passing Suzuki privateer Nathan Ramsey in the last corner.

At the start of the 125cc main New Yorker Scott Sheak, the privateer hero of last month's Gainesville National, grabbed the holeshot ahead of Texan Grayson Goodman and Pichon. Californian Shaun Perolio, Nebraska's Brian Deegan and Massachusetts' Dowd were next in the field of 22. Suzuki's Tim Ferry, the homestate favorite, suffered a woeful start and then fell with Clowers. The Floridian would not be a factor, especially after falling even deeper in the field after a fourth lap fall. Ferry never stopped trying to recover and ended up 12th in the field.

It took less than a lap for Pichon to drive his number-one Kawasaki to the front of the pack. Once there he just keep going, building a lead that reached 20 seconds before he set the chromed Pro Circuit Kawasaki on cruise control.

"I've been working very hard to improve with every race, and tonight Mitch (Payton) and my mechanic (Chad Watts) set the bike so that I could jump all of the triples and it worked very good," said Pichon, who will be a hot property when the factory teams start looking for 1997 250cc supercross talent. "I knew that I might be tired at the end, but I was far enough ahead to rest for a little bit."

As often has been the case this year across the board in the 250cc main events and the 125cc East and West Regional races, the race for second provided the most excitement of the night. Sheak was determined to get on the podium for the first time in his career and fought for every corner with factory pilot Dowd, who had to overcame some thick early traffic to get a clear shot at the runner-up.

"My start wasn't that great, but after a few laps I got up to where I could see the leaders, though Pichon was pretty much gone," said Dowd of his early disadvantage. "He was a good straightaway, or even two straightaways ahead by the time I got to third, so I kind of concentrated on chipping away at the little lead that Scott had."

Sheak led Dowd past the white flag but was himself trapped behind a stubborn lapper, Jeff Yentzer. Sheak could be heard yelling at Yentzer going past the white flag and the next right-hand corner, but did not appear to be getting any help from the blue flags.

(Right) Ryan Hughes turned in another solid performance, this time finishing second. (Below) Team SplitFire/Pro Circuit/Kawasaki's Mickael Pichon again breezed to victory in the 125cc East Coast main event, over John Dowd and Scott Sheak.

"I got out there and I was riding really great until I got hooked behind that lapped rider," said Sheak, who nearly made the podium for the first time last weekend at Indianapolis. "I followed him the whole lap and I'm yelling and screaming the whole time! I'm right next to him and I can't believe he can't hear me. I went way outside on the whoops and lost time, I rolled the whole double section behind him and lost so much time. John was right there before too long."

Finally, going into the first corner on the track for the last time of the night Sheak tried to go outside of Yentzer, who in turn seemed to be trying to get out of his way by moving in the same direction. That left the front door open for Dowd, who slipped in under Sheak's bike and executed a clean block pass.

"I was kind of thinking that I had the option of getting him in the first corner the whole race, but I didn't want to do that unless I had to," said Dowd, ever the good sportsman. "I wanted to get him somewhere else but I wasn't picking up any time on him, so it came to the last lap and I figured I had to do it if I wanted to get that next position."

"Hey, nice pass for John and all, but I feel that he should not have been that close to me," said the frustrated Sheak. "There's more weekends to come and now that we've made some adjustments to my bike I'm just rippin' the starts. I've got all the control I want, and now I know I can run up there. It's taken half the year to get up there, mostly because I don't have access to a supercross track like these other guys and I don't get dialed in as quickly as they do. I'm not up to my peak in supercross - I need to get some time on a supercross track. I pray to God I get on a factory team next year, because I know I worked for it. Still, man, I'm so stoked to be on that podium."

While Pichon was well into his victory lap, Dowd led Sheak across the finish

line, while Deegan beat Team Xtreme/PJ1/Atomic 22/Burnsville Yamaha's Cory Keeney to the flag for fifth. Suzuki rider Ramsey and Barry Carsten came by next, followed by poor-starting arenacross star Jeromy Buehl, Georgia's Adam Humphrey and Perolio. CN

Tampa Stadium
Tampa, Florida
Results: April 6, 1996 (Round 11 of 15)

125 HEAT 1 (6 laps, 9 transfer): 1. John Dowd (Yam); 2. Tommy Clowers (Suz); 3. Tony Lorusso (Hon); 4. Brian Deegan (Hon); 5. Shaun Perolio (Kaw); 6. Timmy Ferry (Suz); 7. Davey Yezek (Suz); 8. Barry Carsten (Suz); 9. Jeffrey Yentzer (Kaw); 10. Jim Chester (Suz); 11. Mike Treadwell (Suz); 12. Jeromy Buehl (Kaw); 13. Scott Carter (Hon); 14. Shane Slother (Yam); 15. Andy Catanzaro (Hon); 16. Kenneth Jones (Hon); 17. D. Alex McElya (Suz); 18. James Povolny (Kaw); 19. Timmy Pustelak (Suz); 20. Ryan Duff (Hon).
Time: 5 minutes, 22.530 seconds

125 HEAT 2 (6 laps, 9 transfer): 1. Mickael Pichon (Kaw); 2. Nathan Ramsey (Suz); 3. Scott Sheak (Suz); 4. Cory Keeney (Yam); 5. Jeff Hedden (Suz); 6. Jeff Curry (Suz); 7. Brian Stone (Kaw); 8. Jeffrey Pestana (Hon); 9. Marco Dube (Hon); 10. Grayson Goodman (Suz); 11. Jim Neese (Hon); 12. Steve Herman (Suz); 13. James Evans (Kaw); 14. Ross Dhayer (Suz); 15. Marcelo Hugo Sanches (Suz); 16. Shane Lawson (Kaw); 17. Danny Haynes (Suz); 18. Roderick Purnell (Yam); 19. Adam Humphrey (Suz); 20. Doug Stone (Kaw).
Time: 5 min., 2.330 sec.

125 LCQ (4 laps, 4 transfer): 1. Grayson Goodman (Suz); 2. Adam Humphrey (Suz); 3. Jeromy Buehl (Kaw); 4. Jim Chester (Suz); 5. James Evans (Kaw); 6. Mike Treadwell (Suz); 7. James Povolny (Kaw); 8. Shane Lawson (Kaw); 9. Ryan Duff (Hon); 10. Steve Herman (Suz); 11. Kenneth Jones (Hon); 12. Jim Neese (Hon); 13. Scott Carter (Hon); 14. Shane Slother (Yam); 15. Danny Haynes (Suz); 16. Timmy Pustelak (Suz); 17. Marcelo Hugo Sanchez (Suz); 18. Ross Dhayer (Suz); 19. Roderick Furnell (Yam); 20. Adam McElya (Suz); 21. Andy Catanzaro (Hon); 22. Doug Stone (Kaw).
Time: 3 min., 32.850 sec.

125 MAIN (15 laps): 1. Mickael Pichon (Kaw); 2. John Dowd (Yam); 3. Scott Sheak (Suz); 4. Brian Deegan (Suz); 5. Cory Keeney (Yam); 6. Nathan Ramsey (Suz); 7. Barry Carsten (Suz); 8. Jeromy Buehl (Kaw); 9. Adam Humphrey (Suz); 10. Shaun Perolio (Kaw): 11. Grayson Goodman (Suz); 12. Timmy Ferry (Suz); 13. Jeffrey Pestana (Hon); 14. Jeff Curry (Suz); 15. Jeff Yentzer (Kaw); 16. Davey Yezek (Suz); 17. Jim Chester (Suz); 18. Brian Stone (Kaw); 19. Jeff Hedden (Suz); 20. Marco Dube (Hon); 21. Tony Lorusso (Hon); 22. Tommy Clowers (Suz).
Time: 13 min., 8.310 sec.

125 EASTERN REGIONAL SERIES POINT STANDINGS: 1. Mickael Pichon (171/5 wins); 2. John Dowd (144/1 win); 3. Timmy Ferry (127); 4. Nathan Ramsey (104); 5. Scott Sheak (Suz); 6. Brian Deegan (95); 7. Cory Keeney (78); 8. Davey Yezek (69); 9. Barry Carsten (65); 10. Jeff Curry (64); 11. Shaun Perolio (51); 12. Tommy Clowers (44); 13. Jim Neese (43); 14. Tony Lorusso (42); 15. Charley Bogard (22); 16. Anthony Pocorobba (21); 17. Adam Humphrey (19); 18. James Eickel (18); 19. Mike Katin (16); 20. Jeromy Buehl (16).

250 HEAT 1 (8 laps, 4 transfer): 1. Jeff Emig (Kaw); 2. Kevin Windham (Yam); 3. Phil Lawrence (Kaw); 4. Mike Brown (Hon); 5. Larry Ward (Hon); 6. Damon Huffman (Kaw); 7. Doug Henry (Yam); 8. Kyle Lewis (Yam); 9. Gene Naumec (Yam); 10. Denny Stephenson (Kaw); 11. Damon Bradshaw (Yam); 12. Doug Dubach (Yam); 13. Doug Stone (Kaw); 14. John Fesler (Yam); 15. Travis Blackburn (Kaw); 16. Timmy Pustelak (Suz); 17. Jason Dodds; 18. Andrew Despain (Suz); 19. Ross Johnston (Hon); 20. Brian Smith (Suz).
Time: 6 min., 43.060 sec.

250 HEAT 2 (8 laps, 4 transfer): 1. Jeremy McGrath (Hon); 2. Ryan Hughes (Kaw); 3. Brian Swink (Hon); 4. Ezra Lusk (Suz); 5. Greg Albertyn (Suz); 6. Jimmy Button (Yam); 7. Buddy Antunez (Kaw); 8. Mike LaRocco (Suz); 9. Jeff Hedden (Suz); 10. Davey Castillo (Kaw); 11. Mike Jones (Suz); 12. James Povolny (Kaw); 13. Kenny Yoho (Kaw); 14. Joe Hedden (Hon); 15. Mike Treadwell (Suz): 16. D. Alex McElyea (Yam); 17. William Wilson (Hon); 18. Greg Schnell (Suz); 19. Chris Brown (Suz); 20. Barry Carsten (Suz).
Time: 6 min., 39.340 sec.

250 SEMI 1 (6 laps, 5 transfer): 1. Larry Ward (Hon); 2. Damon Huffman (Kaw); 3. Damon Bradshaw (Yam); 4. Doug Henry (Yam); 5. Gene Naumec (Yam); 6. Denny Stephenson (Kaw); 7. Doug Dubach (Yam); 8. John Fesler (Yam); 9. Kyle Lewis (Yam); 10. Doug Stone (Kaw); 11. Timmy Pustelak (Suz); 12. Jason Dodds; 13. Ross Johnston (Hon); 14. Andrew Despain (Suz); 15. Brian Smith (Suz); 16. Travis Blackburn (Kaw).
Time: 5 min., 3.250 sec.

250 SEMI 2 (6 laps, 5 transfer): 1. Greg Albertyn (Suz); 2. Mike LaRocco (Suz); 3. Mike Jones (Suz); 4. Jeff Hedden (Suz); 5. Davey Castillo (Kaw); 6. James Povolny (Kaw); 7. Kenny Yoho (Kaw); 8. D. Alex McElya (Yam); 9. Mike Treadwell (Suz); 10. William Wilson (Hon); 11. Joe Hedden (Hon); 12. Chris Brown (Suz); 13. Greg Schnell (Suz); 14. Barry Carsten (Suz); 15. Jimmy Button (Yam); 16. Buddy Antunez (Kaw).
Time: 5 min., 9.660 sec.

250 LCQ (6 laps, 2 transfer): 1. Kyle Lewis (Yam); 2. Doug Dubach (Yam); 3. Denny Stephenson (Kaw); 4. Jimmy Button (Yam); 5. Mike Treadwell (Suz); 6. Greg Schnell (Suz); 7. Chris Brown Suz); 8. Travis Blackburn (Kaw); 9. Doug Stone (Kaw); 10. Timmy Pustelak (Suz); 11. Jason Dodds; 12. D. Alex McElya (Yam); 13. Jon Hedden (Hon); 14. William Wilson (Hon); 15. Andrew Despain (Suz); 16. Ross Johnston (Hon); 17. John Fesler (Yam); 18. Brian Smith (Suz); 19. Barry Carsten (Suz); 20. Kenny Yoho (Kaw); 21. James Povolny (Kaw); 22. Buddy Antunez (Kaw).
Time: 5 min., 9.110 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Hon); 2. Ryan Hughes (Kaw); 3. Mike LaRocco (Suz); 4. Ezra Lusk (Suz); 5. Damon Bradshaw (Yam); 6. Jeff Emig (Kaw); 7. Larry Ward (Hon); 8. Phil Lawrence (Kaw); 9. Brian Swink (Hon); 10. Kevin Windham (Yam); 11. Mike Brown (Hon); 12. Greg Albertyn (Suz); 13. Doug Henry (Yam); 14. Gene Naumec (Yam); 15. Doug Dubach (Yam); 16. Jeff Hedden (Suz); 17. Mike Jones (Suz); 18. Kyle Lewis (Yam); 19. Davey Castillo (Kaw); 20. Damon Huffman (Kaw).
Time: 17 min., 1.930 sec.

250 AMA SUPERCROSS SERIES POINT STANDINGS (After 11 of 15 rounds): 1. Jeremy McGrath (275/11 wins); 2. Jeff Emig (177); 3. Ryan Hughes (172); 4. Damon Huffman (171); 5. Mike LaRocco (156); 6. Damon Bradshaw (150); 7. Phil Lawrence (145); 8. Ezra Lusk (142); 9. Brian Swink (123); 10. Larry Ward (110); 11. Steve Lamson (107); 12. Mike Craig (91); 13. Mike Brown (78); 14. Jimmy Button (77); 15. Greg Albertyn (62); 16. Kyle Lewis (59); 17. Buddy Antunez (43); 18. Kevin Windham (40); 19. Doug Henry (33); 20. Denny Stephenson (31).

Upcoming Rounds:
Round 12 - Pontiac, MI, April 13
Round 13 - Charlotte, NC, April 20

(Above) Emig (2) overtook Damon Huffman (behind Emig) for second place in the series standings after Huffman suffered this face plant on the fifth lap. Huffman walked away bruised and battered. Needless to say, he did not finish. (Right) Team Suzuki's Mike LaRocco and Greg Albertyn (16) dice in the whoops. For the third time this year, LaRocco would finish on the rostrum.

Briefly...

The Saturday evening program for the Tampa SX included seven riders trying to qualify for the main event in both the 125cc and 250cc classes. Barry Carsten, Mike Treadwell, Alex McElya, James Povolny Jr., Timmy Pustelak, Doug Stone and Jeff Hedden all attempted to qualify for both main events but only **Jeff Hedden** succeeded. The Kansan again qualified in both classes, earning him the nickname "Iron Man" from race announcer Larry Naston. The understandably fatigued Hedden could only muster 19th in the 15-lap 125cc main event and 16th in the 20-lap 250cc main event. He lists his sponsors as Thor, Bridgestone, MD Racing, Wiseco, Renthal, Braking, Applied, Pacific Designs, Acerbis, EVS and Pro Circuit.

ESPN 2's nightly racing show **RPM Tonight** has invited **Jeremy McGrath** to be an in-studio guest on their live television show prior to the Charlotte Supercross in North Carolina next week. According to Honda's Ben Cheatwood, McGrath will be the first motorcycle racer ever to appear as a guest on the show. The show can be seen on Thursday, April 18 at 7 p.m. (EST), live on the "Deuce." In another sign of McGrath's growing mainstream popularity, McGrath's winning performance was highlighted on ESPN's Sunday night Sportscenter show in their "Today's Best" segment, along with the usual mix of professional baseball, basketball and golf.

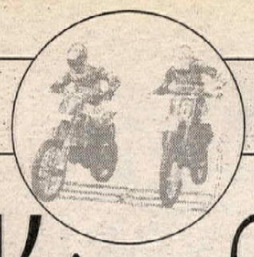
What was the damage for Kawasaki's **Damon Huffman** in his Tampa crash? "Chipped tooth, twisted neck, shoulders, back, leg," listed Huffman as he lay under five bags of ice in the Kawasaki truck. "My wrist that used to hurt doesn't hurt anymore at all. My arms and back have scrapes and my knee hurts." Huffman isn't sure whether he will be back for Pontiac next week or not. "I did a mental checklist on myself once I came to and I didn't think anything was broken at first, but I'm not so sure now."

Defending 125cc National MX Champion **Steve Lamson** continues to miss rounds of the AMA Supercross Series while mending the leg he injured at the Houston Supercross last month, but he is riding again. "We talked to Steve on Tuesday and he said that he had been riding on Monday but found that it was still painful to put his foot down and dab it in the corners," said Honda team manager Wess McCoy. "He's trying to keep his training program up for the next couple of weekends and then try to come back hard at Charlotte." Lamson twisted his knee and broke two joints in his right big toe when he misjudged a double jump/step-up combination.

One of those "good news" items took place on Saturday night when long-frustrated privateer **Davey Castillo**, 23, of the Great Western Bank/Innovation Sports team qualified for the first 250cc main event of his career. Castillo finished fifth in the second 250cc semi to gain his first entry into a feature event. The well-liked Californian was then swarmed by well-wishing fellow racers upon his return to the pits, including Jeremy McGrath and Jeff Emig. In fact, when Emig was introduced to the crowd prior the start of the main event he told the floor announcer that he just wanted to congratulate Castillo for getting into the show. "It was tiring and exciting," said Castillo after finishing 19th. "I was so stoked I couldn't sit down between the semi and the main." Castillo's one regret was that his father Jim missed the event after attending almost every other event of the series.

Helping out the AMA throughout much of the 1996 Supercross Series by running scoring sheets from the track to the show office has been Texas-born motocrosser Rob Van Winkle, better known to today's MTV audiences as rapper Vanilla Ice. Van Winkle, who became a huge recording star in 1989 with his single "Ice, Ice Baby" has long been a racer himself. "I've been into racing for 16 years now," said Van Winkle, who once caught some flack when a teen magazine said he was a three-time U.S. National Champion. Van Winkle grew up in Dallas racing with guys like Chad (Trampas) Parker, Jason Upshaw, Billy Whitley, Denis Hawthorne, Carroll Richardson, and the Storbeck brothers. "I live in Miami now but I still ride about twice a week," says Ice, who also has a motorcycle / skateboard / wakeboard shop in Miami called To The Extreme. "I've been working there every day, plus working on a new record every night, so I don't get as much time to ride as I would like to," said the expert-level racer. "I come to these supercrosses and help (the AMA) out so that I can get down here on the infield and be a part of the mix."

After the race trackside announcer **Larry Maiers** got into some kidding with Jeremy McGrath and Team Honda/1-800-Collect/Fox Racing team manager Wess McCoy about McGrath's upcoming contract negotiations. McGrath will be a free agent after the '96 season and more or less mentioned to Maiers that he's now riding for his next contract. Then McGrath blew a kiss at his Honda crew of McCoy, Skip Norfolk and Showa's Jeff Bobbett. When McCoy signaled to Maiers that he was thinking of paying Jeremy less next year, Maiers asked Jeremy if he thought his boss was telling the truth. "Nope," Jeremy replied.



MOTOCROSS
World Championship 500cc MX Series

Round 1: Italian GP

King Shayne's Court

By Alex Hodgkinson

ASTI, ITALY, MAR. 31

Shayne King responded in style to his appointment as KTM team leader in the 500cc 5World MX Championship by simply running away with both motos of the series opener in front of a five-figure crowd in Northern Italy.

The 25-year-old New Zealander launched his KTM 368 into an early lead in both motos and not even defending champion Joel Smets, eventually the runner-up on the day, could do anything to pull him back. And King wasn't the only KTM rider to score points as six more rode the Austrian marque to championship points at hilly, loose-surfaced Valmanera track on the outskirts of Asti - a fair battlefield for the opposing forces of the overgrown 250s, the full-size two-strokes, and the big-bore four-strokes.

The long, uphill start favored the big bikes, but King was not deterred.

"I anticipated the start perfectly in the first race," King said. "I was out of the gate before anyone else had even dropped the clutch. They started to pass me halfway up the hill and (Gerald) Delepine chopped me from the outside, so I was about 10th leaving the first turn. I was able to sneak through on the inside where they weren't expecting me."

King was six seconds clear by the time Delepine was pushed down to third by Peter Johansson, and that was how it stayed. Johansson was a little sore.

"I had the lead leaving the first turn, but (Mikkel) Caprani smashed into me," the Swede said. "I stayed on, but Delepine went through, and it took me several laps to settle down again."

Back pains from the incident were to slow Johansson in the later stages of race two.

Dietmar Lacher had also become involved as the falling Caprani collected him, but the German Honda rider recovered admirably from 13th to complete the podium.

Champion Smets finished a frustrated ninth.

"My start was not so good," Smets said. "I was about 10th, and I knew it was going to be difficult to pass because everyone is going the same speed on the same line. Already on the first lap I tried to use other lines, ran into some tires and stalled. I did it two more times before the race was over."

Lacher confirmed the view and then revealed the tactic which had helped him to advance so well.

"You had to sit on the rear wheel of

(Above) New Zealand's Shayne King pulled off a clean sweep of both motos to capture the Italian 500cc Grand Prix in Asti, Italy. (Right) The World Championship field blasts off the starting gate. Only six riders were four-stroke-mounted despite the success of the thumpers in recent years.

The prodigal son returns

KTM founder Erich Trunkenpolz had a particularly soft spot for American riders, and the riders from the other side of the Atlantic who graced his team in the late '80s and early '90s each repaid the faith he placed in them.

The temporary demise of the Austrian marque following Trunkenpolz's death led them to seek new pastures, but for 1996 27-year-old Mike Healey, who came closer than any other to bringing the brand its first 250cc title since Heinz Kinigadner when he finished runner-up in 1991, returns to the fold like the prodigal son as number-one rider with the newly-formed 500cc GP team set up by Jacky Martens' former mechanic Graham Kent, the Brit who wrenched for Healey five years ago.

Mike, what have you been doing these last three years?

I've just been doing small races in California and a little farther afield occasionally, plus a few internationals in Europe when the money was right. It was a nice relaxed time. I could make results without taking it too seriously and I could earn enough to pay the bills.

How come you are back in Europe for the GPs?

Graham called me last summer to ask if I was interested. I told him that so long as I could work with him in a happy team, then I would get serious again. We got everything sorted out for the team with KTM in the autumn, and I've been working on my physical condition ever since. I never lost basic condition because I've been racing a dozen 20-minute motos each day Saturday and Sunday at the races. As soon as Graham called me I started doing races which they call "GPs" in America. The tracks are about five minutes long and are typical outdoor-style tracks, fast and rough with no SX, and the motos are 45 minutes each. I would do three or four a day. I haven't pushed the build-up too hard. I have to be fully fit in April, not in the winter. When I was racing GPs before I used to take a break in the winter and start training again in January, so I am well on course.

Why did you quit the GPs at the end of 1992?

I was tired of all the shit Sylvain Geboers started. That team was run so poorly that it took all of the fun out of racing. Life's too short to race when you're not having fun. That year with Sylvain was the worst of my life. With him it was all about money and personal bullshit. I hate him. He gave me shit material and treated me like an idiot. The team was set up to revolve around Stefan (Everts) and Stefan alone. That's not Stefan's fault. I took the number-two plate in the GPs to the team and I was treated like a number-two rider in the team. The deal I signed even said that I was the number-one rider in the team. I got the impression in the end that Sylvain signed me because I was the only one capable of beating Stefan in his mind, so it was cheaper and easier for him to pay me and give me the material which wasn't good enough to win than it was to make Stefan good enough to beat me.

All my material - even my race motors - was stuff which Stefan didn't want. They never gave me anything good. Before I signed I told Sylvain that I would only ride for him if I could have Graham working for me, and he told me that he would sign him. As soon as I put pen to paper, he signed Jarmo, who was a tire-changer for Pekka Vehkonen, to be my mechanic. I'm sorry, he's not a mechanic, he's a tire-changer. Every time we went to the races I had to go over the bike, checking all of the nuts and bolts because I didn't know if he had prepared the bike properly. When Stefan got hurt midway through the year, I was going to the races on my own. Sylvain wasn't even there.

If it ever got like that again I would go straight home. Even if you are earning money, it isn't worth it. No amount of money is that much more important than having fun in life.

Working with Graham gives me the incentive to race for the win again. I wouldn't be coming back otherwise.

My best years have also been with KTM. They have always been real good to me both in America and in Europe. I've been riding a 360 at home since November, and we got the suspension sorted out in the winter.

How will you divide your time betwen America and Europe?

My teammate Fredrik Hedman came over to California to prepare with me there in January and we got back to Europe at the beginning of March. I have an appartment together with Fredrik. We get on real fine. His nickname is "Headcase." I didn't think I would ever meet anyone over in Europe who was crazier than me, but now I have. He won a jumping contest on a four-stroke Husky last summer apparently, and he took off a ski jump on the first lap of the Czech GP when he was down in 39th position. He made it to 35th at the bottom of the hill before his head hit the ground and they took him off to hospital in the helicopter.

My wife Amy gave birth to a daughter, Mika Jane, two months ago, but they will stay home in California for most of the summer. It would be too hard for them over here, and it wouldn't be any good for my concentration either. I'll go back when we have a long break between the GPs, but I'm not going to spend half my summer flying backwards and forwards over the Atlantic.

How do you like life as a family man?

It's cool! A change, anyway! Stinky nappies, and Mika just started screaming... loud!

How long will you give yourself to win the title in Europe?

I hope I can win the title this year, but I'll keep coming back so long as it takes provided someone will keep paying me to come back again. I don't have to make millions of bucks, just so long as it doesn't have to come out of my pocket.

Parker blew his chances of the title at Namur. Have you ever been to the Citadel?

No, but I've heard it's fun. I've seen it on TV, and it looks cool. The trees, the pavement and all that doesn't worry me. That's what these GPs in America are like. Down at Carlsbad you ride down the drag strip and through the trees and bushes. Everybody's different. Trampas is Trampas, and Mike Healey is Mike Healey. I can handle that sort of stuff.

Since this interview appeared in the European press a few weeks ago, Sylvain Geboers approached our correspondent Alex Hodgkinson to refute Healey's comments in very general terms. He declined the opportunity to reply on the record, however. Healey said in Italy that he had been approached by a number of people in Belgium, including Stefan Everts' father Harry, since the interview appeared. "Everyone who spoke to me congratulated me on saying what I did," Healey said. "I kept quiet for three years even though Geboers was badmouthing me, but the book is now closed and I don't want to talk about it again."

the man in front, ready to pounce as soon as he made a mistake," Lacjer said. "It was the only way on a big bike."

The KTM riders, revelling in the numerous jumps and able to take tighter lines, coped better.

Rupert Walkner, using the no-link suspension, was fifth despite losing out late in the race to Darryll King, the winner's big brother having put in a hustling ride from a first-lap 24th while fellow first-turn faller Mike Healey was also on a mission for a brief few laps early on until his bike seized. Factory engineer Sepp Hollbacher had already decided on the antidote.

"Mike's only using first and second gear and revving the hell out of it," Hollbacher said. "The bike has five gears and I'm taking out bottom, so he at least has to use third!"

The pace of the pack was evidenced as the first 17 finishers crossed the line within 45 seconds of one another at the end of the 46-minute race.

The big bikes were out for revenge in race two, but King gave them little chance again. Second to Delepine after the initial sort-out, the Kiwi swept inside the Belgian at the last sharp corner of the first lap and disappeared into the distance again. Smets had gated better this time and soon pushed Delepine, later to retire with a flat rear tire, aside in a move which dropped the Honda to a temporary sixth. But Smets himself threw away the chance of the win.

"I buried the front wheel in a soft berm and stalled," Smets said.

Such was the advantage which the front two had built up so early in the race that the champion could remount third behind the flying Danny Theybers, who had come through from a first-lap 10th with a series of physical passes. Smets gradually wore Theybers down again, however, and retook second before a dramatic moment which put two of the Sarholz Honda team out.

"Smets made a mistake soon after he passed me, and I had a fast line to go around him," Theybers said. "But he saw me coming and went to block. I crashed over the bars and Dietmar (Lacher) demolished my bike."

"I had an average start and took too long to pass Delepine," Lacher said. "The yellow flag was out, but on the wrong side of the track!"

He escaped with a bruised thigh. It was almost a complete wipe-out for the team, but Gert Jan Van Doorn, in Lacher's wheeltracks, just managed to avoid the carnage.

Things went quiet for a few laps, but then the Pro Grip KTM team livened things up. Healey came storming through the pack from a first-lap 14th to put a third KTM in the first four while "Headcase" Hedman departed from 10th place in style.

"I missed my shift coming out of the corner to the tabletop before the finish and landed on the front wheel," said the Crazy Swede with orange hair, who was badly winded. CN

Italian GP
Asti, Italy
Results: March 31, 1996 (Round 1 of 12)

MOTO 1: 1. Shayne King (KTM); 2. Peter Johansson (Hus); 3. Dietmar Lacher (Hon); 4. Darryll King (Hon); 5. Rupert Walkner (KTM); 6. Jacky Martens (Hus); 7. Danny Theybers (Hon); 8. Gerald Delepine (Hon); 9. Joel Smets (Hbg); 10. Gert Jan Van Doorn (Hon); 11. Peter Dirkx (KTM); 12. Jonte Engdahl (Hon); 13. Ronny Weustenraed (Hon); 14. Mikkel Caprani (Hus); 15. Dirk Geukens (Hbg).

MOTO 2: 1. Shayne King (KTM); 2. Joel Smets (Hbg); 3. Franco Rossi (KTM); 4. Mike Healey (KTM); 5. Jacky Martens (Hus); 6. Gert Jan Van Doorn (Hon); 7. Darryll King (Hon); 8. Rupert Walkner (KTM); 9. Ronny Weustenraed (Hon); 10. Peter Johansson (Hus); 11. Dirk Geukens (Hbg); 12. Jonte Engdahl (Hon); 13. James Marsh (KTM); 14. Brian Wheeler (KTM); 15. Anders Svensson (Hon).

O/A: 1. Shayne King (KTM); 2. Joel Smets (Hbg); 3. Peter Johansson (Hus); 4. Darryll King (Hon); 5. Jacky Martens (Hus); 6. Rupert Walkner (KTM); 7. Gert Jan Van Doorn (Hon); 8. Franco Rossi (KTM); 9 Dietmar Lacher (Hon); 10. Mike Healey (KTM).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 1 of 12 rounds): 1. Shayne King (40/1 win); 2. Joel Smets (24); 3. Peter Johansson (23); 4. Darryll King (22); 5. Jacky Martens (21); 6. Rupert Walkner (19); 7. Gert Jan Van Doorn (16); 8. (TIE) Franco Rossi/Dietmar Lacher (15); 10. Mike Healey (13); 11. Ronny Weustenraed (10); 12. Danny Theybers (9); 13. Gerald Delepine (8); 14. Jonte Engdahl (8); 15. Dirk Geukens (6); 16. Peter Dirkx (5); 17. James Marsh (3); 18. (TIE) Brian Wheeler/Mikkel Caprani (2); 20. Anders Svensson (1).

Upcoming Rounds:
Round 2 - Schwanenstadt, Austria, April 21
Round 3 - Plomion, France, May 5

World Championship 250cc MX Series
Round 2: Dutch GP

Mister Maximum

By Alex Hodgkinson

VALKENSWAARD, HOLLAND, MAR. 31

Stefan Everts maintained his unbeaten record in the world 250cc MX championship with two narrow but decisive victories over Marnicq Bervoets at a cold Valkenswaard Eurocircuit in southern Holland on Sunday.

Although Bervoets never gave up the chase, many onlookers felt that Everts could have increased his pace at will and was simply content to adopt the classic attitude of victory with the least effort necessary.

Tallon Vohland showed the benefit of the sand practice he derives from contesting the Dutch championship to twice finish third, just 15 seconds down in the opener, but nearly a minute behind Everts in race two.

Werner Dewit scored highly as expected at this race, but "Sandman" had two race-long battles with German rider Pit Beirer, who confirmed his ranking as championship challenger by sharing the 4-5 placings.

Though pipped by Jocke Karlsson in race two, Pedro Tragter was the next-fastest man, although he finished some ways behind, to raise home country spirits a little; four more of his compatriots filled out the lower points placings.

The race was again a major disappointment for Yamaha, Yves Demaria registering the team's best individual moto score with a seventh. The Frenchman already trails Everts by 68 points after a second-race DNF. CN

Reigning champion Joel Smets thundered to second place overall aboard the factory Husaberg. A crash in the second moto ruined the Belgian's shot at the overall win.

Dutch GP
Valkenswaard, Holland
Results: March 31, 1996 (Round 2 of 14)

MOTO 1: 1. Stefan Everts (Hon); 2. Marnicq Bervoets (Suz); 3. Tallon Vohland (Kaw); 4. Pit Beirer (Hon); 5. Werner Dewit (Suz); 6. Pedro Tragter (Suz); 7. Yves Demaria (Yam); 8. Frederic Bolley (Kaw); 9. Jocke Karlsson (Hon); 10. Chicco Chiodi (Yam); 11. Remy Van Rees (Kaw); 12. Peter Iven (Kaw); 13. Leon Giesbers (KTM); 14. Jaimy Scevenels (Hon); 15. Oscar Vromans (Kaw).

MOTO 2: 1. Stefan Everts (Hon); 2. Marnicq Bervoets (Suz); 3. Tallon Vohland (Kaw); 4. Werner Dewit (Suz); 5. Pit Beirer (Hon); 6. Jocke Karlsson (Hon); 7. Pedro Tragter (Suz); 8. Peter Iven (Kaw); 9. Chicco Chiodi (Yam); 10. Andrea Bartolini (Yam); 11. Jaimy Scevenels (Hon); 12. Oscar Vromans (Kaw); 13. Frederic Bolley (Kaw); 14. Joakim Eliasson (Yam); 15. Willie Van Wessel (Suz).

O/A: 1. Stefan Everts (Hon); 2. Marnicq Bervoets (Suz); 3. Tallon Vohland (Kaw); 4. Werner Dewit (Suz); 5. Pit Beirer (Hon); 6. Pedro Tragter (Suz); 7. Jocke Karlsson (Hon); 8. Chicco Chiodi (Yam); 9. Peter Iven (Kaw); 10. Frederic Bolley (Kaw).

WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 2 of 14 rounds): 1. Stefan Everts (80/2 wins); 2. Tallon Vohland (58); 3. Marnicq Bervoets (57); 4. Pit Beirer (45); 5. Werner Dewit (43); 6. Jocke Karlsson (36); 7. Frederic Bolley (34); 8. Pedro Tragter (33); 9. Andrea Bartolini (27); 10. Peter Iven (19); 11. Sandro Puzar (18); 12. Chicco Chiodi (18); 13. Remy Van Rees (13); 14. Yves Demaria (12); 15. Rob Herring (8); 16. Jaimy Scevenels (7); 17. Oscar Vromans (5); 18. (TIE) Leon Giesbers/Thierry Bethys (3); 20 (TIE) Kurt Nicoll/Joakim Eliasson (3).

Upcoming Rounds:
Round 3 - Teutschenthal, Germany, April 14
Round 4 - Gdynia, Poland, April 21

Briefly...

Trampas Parker may return to GP action at the French GP on May 5. Team boss Corrado Maddii dismissed any possibility of a return at Schwanenstadt two weeks earlier: "He is able to stand up again, and there is a small chance that he can make it to Plomion."

Maddii provided a CR500 in Asti for **Ai Heshan** from China. The 33-year-old from Beijing is the national MX coach, and is in Europe to observe the sport here. Ai, the first Chinese MXer ever to race at a GP and the first to race in Europe since the 1980 Coupe des Nations, failed to qualify by 14 seconds.

Husky factory rider **Johan Boonen** also failed to qualify for the 500cc GP opener: "I don't know what is wrong. I feel OK on the bike, but when I look at the lap times I am too slow," said Boonen. The 27-year-old world number seven missed out by 0.63 secs.

Despite **four-strokes** winning two of the last three world titles, the number of four-stroke entries in Italy was **scarce**. Only six riders - the Husaberg factory duo of Smets and Geukens plus four Huskys - made it to the race on "thumpers."

The **"360 revolution"** has made a tremendous impact on the 500cc GP class, however, and a reworked version of the Ohlins Yamaha kit joined 11 KTMs at the start. Traditional big-bore two-strokes still made up more than half the field with 17 CR500s and five KX500s.

Interestingly, many of the **four-strokes** this year have gone **down in capacity**. The factory Husabergs now have the same engine specifications as the production bike, at 598cc. A finer-balanced crank and tuning to the cylinder head have produced more hp than on the old 610, and the team is now working to make a wider third gear, so that top can be discarded as a weight-saving exercise, leaving Smets with just two gears as first was already discarded several years ago. The factory Huskys of Martens and Boonen this year are 610cc after racing with 630cc for the last three years. "The 630 motor was too strong to ride hard for 45 minutes," Martens said. "Last year I won a race in Belgium with a full 650cc motor, but it ripped your arms off." Zupin rider Peter Johansson retains the 630 motor.

Seven riders - **Shayne King**, **Healey**, **Hedman**, **Marsh**, **Walkner**, **Dirkx** and **Rossi** - have been provided with the **long-stroke 368 "SSX" KTM motor**, but only New Zealander King has the KTC (similar to Honda's ATAC) exhaust-valve system. The system, which increases low-range power, has also been offered to Healey, but the American has declined it. "I'm riding it like a 250 and revving the shit out of it everywhere," Healey said. "I'm only using first and second gear." Pro Grip team boss Graham Kent said already on Saturday that fifth gear will be taken out of Healey's bike before the next GP in Austria, and after he seized the KTM in the first moto, bottom gear was removed at the suggestion of factory engineer Sepp Hollbacher, who said, "At least Mike will have to use second and third then." The other supported rider to have something different is Rupert Walkner. "Fink on the 125 and me on the 368 now have the same PDS no-link suspension as Nicoll," Walkner said.

The **contrasting types** of bike were **kept apart** by the ballot on Saturday. Healey headed King in a KTM 1-2-3-4 in Group B, while the Sarholz Hondas of Lacher and Theybers headed the four-strokes in Group A. The German took pole by 0.17 secs.

Returning 1994 world champion **Marcus Hansson** made a winning comeback to racing in a small Swedish race last week on a Honda, and, after testing last week, has agreed to ride a Yamaha for the Magic Bike team alongside Bob Moore and Ted Campbell in the Italian 125cc GP.

There are now **three King brothers** racing the 500 GPs. Twenty-year-old **Damian King** has now bought a CR500 and qualified 14th to join big brothers Darryll and Shayne at the gate. This is the first time three brothers have all raced in the same GP. In the race Damian finished 29-18.

Another non-European newcomer is 24-year-old **Justyn McCabe**. Ranked 10th in his native Canada, the Manitoban is riding a KTM for a Swiss dealer. Just four months after breaking a femur in a crash at a Czech supercross, Justyn was 32nd in his group.

The **venue** for the May 19 250cc GP was due **to be decided** by the French federation on Monday. The Italians withdrew their offer when difficulties were encountered with the Montevarchi authorities for a race at such short notice, while the Belgian federation refused to support the Lommel bid. The French choice is between Beaucaire and St Jean d'Angely.

Yves Demaria and company have made a determination regarding the Frenchman's troubles at the opening 250cc GP round in Spain. Apparently his shock blew out the O-rings and lost its damping oil in both motos because of compression changes made by the Frenchman and his mechanic against the advice of Ohlins.

LEADERBOARD

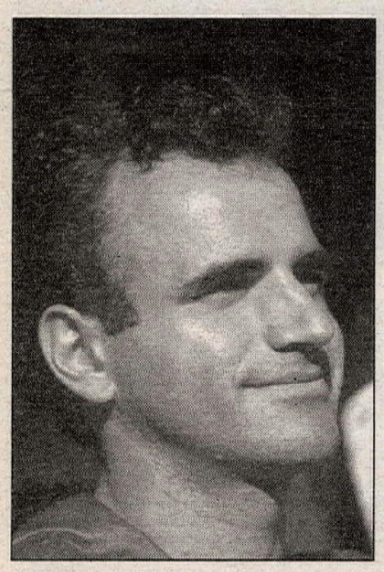
1996 Championship Point Standings

ROAD RACING

500cc WORLD CHAMPIONSHIP

(After 2 of 15 rounds)

1.	Alex Barros (Hon), Brazil	(40)
2.	Michael Doohan (Hon), Australia	(36/1 win)
3.	Luca Cadalora (Hon), Italy	(35/1 win)
4.	Carles Checa (Hon), Spain	(27)
5.	Scott Russell (Suz), Alpharetta, GA	(22)
6.	Jean-Michel Bayle (Yam), France	(18)
7.	Loris Capirossi (Yam), Italy	(16)
8.	Alberto Puig (Hon), Spain	(15)
	Norifumi Abe (Yam), Japan	(15)
10.	Alex Criville (Hon), Spain	(13)



MIGUEL DUHAMEL

250cc WORLD CHAMPIONSHIP

(After 2 of 15 rounds)

1.	Max Biaggi (Apr), Italy	(45/1 win)
	Tetsuya Harada (Yam), Japan	(45/1 win)
3.	Luis d'Antin (Hon), Spain	(29)
4.	Oliver Jacque (Hon), France	(21)
	Nobuatsu Aoki (Hon), Japan	(21)
6.	Jurgen Fuchs (Hon), Germany	(19)
7.	J.P. Ruggia (Hon), France	(17)
8.	Ralf Waldmann (Hon), Germany	(16)
9.	Jurgen van den Goorbergh (Hon), Holland	(12)
10.	Luca Boscoscuro (Apr), Italy	(10)

125cc WORLD CHAMPIONSHIP

(After 2 of 15 rounds)

1.	Haruchika Aoki (Hon), Japan	(40)
2.	Masaki Tokudome (Apr), Japan	(38/1 win)
3.	Stefano Perugini (Apr), Italy	(33/1 win)
4.	Peter Oettl (Apr), Germany	(32)
5.	Tomomi Manako (Hon), Japan	(18)
6.	Noboru Ueda (Hon), Japan	(17)
7.	Valentino Rossi (Apr), Italy	(15)
	Akira Saito (Hon), Japan	(15)
9.	Dirk Raudies (Hon), Germany	(13)
10.	Emilio Alzamora (Hon), Italy	(11)

AMA SUPERBIKE SERIES

(After 1 of 10 rounds)

1.	Miguel DuHamel (Hon), Canada	(35/1 win)
2.	Scott Russell (Suz), Alpharetta, GA	(32)
3.	Colin Edwards II (Yam), Conroe, TX	(30)
4.	Pascal Picotte (Suz), Canada	(28)
5.	Doug Chandler (Kaw), Salinas, CA	(26)
6.	Steve Crevier (Hon), Canada	(25)
7.	Aaron Yates (Suz), Milledgeville, GA	(24)
8.	Tom Kipp (Yam), Chardon, OH	(23)
9.	Larry Pegram (Duc), Baltimore, OH	(22)
10.	Chris Carr (H-D), Valley Springs, CA	(21)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 1 of 10 rounds)

1.	Miguel DuHamel (Hon), Canada	(36/1 win)
2.	Mike Smith (Kaw), Canton, GA	(32)
3.	Thomas Stevens (Kaw), Sanibel Island, FL	(30)
4.	Yves Briguet (Hon), Exton, PA	(28)
5.	Doug Toland (Hon), Buena Park, CA	(26)
6.	Steve Crevier (Hon), Canada	(25)
7.	Christian Zwedorn (Hon), Austria	(24)
8.	Jamie Bowman (Hon), Tequesta, FL	(23)
9.	Gerald Rothman Jr. (Hon), Manchester, CT	(22)
10.	Ben Bostrom (Hon), Redondo Beach, CA	(21)

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 1 of 10 rounds)

1.	Aaron Yates (Suz), Milledgeville, GA	(35/1 win)
2.	Pascal Picotte (Suz), Canada	(32)
3.	Doug Chandler (Kaw), Salinas, CA	(30)
4.	Michael Barnes (Suz), Boca Raton, FL	(28)
5.	Mark McDaniel (Suz), Santa Rosa, CA	(26)
6.	Mark Miller (Suz), Long Beach, CA	(25)
7.	Jason Pridmore (Kaw), Ventura, CA	(24)
8.	Jim Leslie (Suz), Ridgefield, CT	(23)
9.	Thomas Stevens (Kaw), Sanibel Island, FL	(22)
10.	Frank Wilson (Suz), Canada	(21)

AMA 250cc GRAND PRIX SERIES

(After 1 of 10 rounds)

1.	Rich Oliver (Yam), Fresno, CA	(35/1 win)
2.	Randy Renfrow (Hon), Fredericksburg, VA	(32)
3.	Roland Sands (Yam), Long Beach, CA	(30)
4.	Bobby Keith (Yam), Redwood City, CA	(28)
5.	Mark Foster (Yam), San Juan Capistrano, CA	(26)
6.	Greg Esser (Yam), Pompano, FL	(25)
7.	Nick Ienatsch (Yam), Los Angeles, CA	(24)
8.	Perry Melneciuc (Hon), Lehigh Acres, FL	(23)
9.	Kristian Kass (Yam), Paramount, CA	(22)
10.	Jason Roth (Yam), Dublin, CA	(21)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES

(After 1 of 10 rounds)

1.	Matt Wait (H-D), Lodi, CA	(36/1 win)
2.	Ben Bostrom (H-D), Redondo Beach, CA	(32)
3.	Dave Estok (H-D), Daytona Beach, FL	(30)
4.	Scott Zampach (H-D), West Bend, WI	(28)
5.	Nate Wait (H-D), Lodi, CA	(26)
6.	Chuck Blackmon (H-D), Greenwood, SC	(25)
7.	Hikaru Miyagi (H-D), Newport Beach, CA	(24)
8.	Brian Gibbs (H-D), Stockbridge, GA	(23)
9.	Tripp Nobles (H-D), Macon, GA	(22)
10.	Rob Hermans (H-D), Australia	(21)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES

(After 11 of 15 rounds)

1.	Jeremy McGrath (Hon), Canyon Lake, CA	(275/11 wins)
2.	Jeff Emig (Yam), Riverside, CA	(177)
3.	Ryan Hughes (Kaw), Escondido, CA	(172)
4.	Damon Huffman (Kaw), Acton, CA	(171)
5.	Mike LaRocco (Suz), South Bend, IN	(156)
6.	Damon Bradshaw (Yam), Mooresville, NC	(150)
7.	Phil Lawrence (Kaw), Menifee, CA	(145)
8.	Ezra Lusk (Suz), Bainbridge, GA	(142)
9.	Brian Swink (Hon), Reddick, FL	(123)
10.	Larry Ward (Hon), Florence, SC	(110)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 8 of 11 rounds)

1.	Mickael Pichon (Kaw), LeMans, France	(171/5 wins)
2.	John Dowd (Yam), Chicopee, MA	(144/1 win)
3.	Tim Ferry (Suz), Palm Harbor, FL	(127)
4.	Nathan Ramsey (Suz), Hixson, TN	(104)
5.	Scott Sheak (Suz), Hudson, NY	(98)
6.	Brian Deegan (Hon), Bellevue, NE	(95)
7.	Cory Keeney (Yam), Oakdale, MN	(78)
8.	Davey Yezek (Suz), Mount Pleasant, PA	(69)
9.	Barry Carsten (Suz), Bayville, NJ	(65)
10.	Jeff Curry (Suz), Saginaw, MI	(64)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 6 of 8 rounds)

1.	Kevin Windham (Yam), Baton Rouge, LA	(120/4 wins)
2.	James Dobb (Suz), Corona, CA	(105)
3.	Greg Schnell (Suz), Cucamonga, CA	(97)
4.	Kim Ashkenazi (Hon) Australia	(70)
5.	Mike Brandes (Suz), Ukiah, CA	(64)
6.	Casey Johnson (Kaw), Hesperia, CA	(55)
7.	David Pingree (Kaw), Menifee, CA	(52)
8.	Jeff Willoh (Hon), Glendale, CA	(46/1 win)
9.	David Vuillemin (Kaw), France	(45)
	Pedro Gonzalez (Hon), Mexico	(45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES

(After 1 of 13 rounds)

1.	Jeremy McGrath (Hon), Canyon Lake, CA	(50/1 win)
2.	Jeff Emig (Kaw), Riverside, CA	(44)
3.	Ryan Hughes (Kaw), Escondido, CA	(40)
4.	Damon Bradshaw (Yam), Mooresville, NC	(33)
5.	Greg Albertyn (Suz), Corona, CA	(29)
6.	Phil Lawrence (Kaw), Menifee, CA	(27)
7.	Ronnie Tichenor (Suz), Palm Harbor, FL	(26)
	Mike LaRocco (Suz), South Bend, IN	(26)
9.	Kyle Lewis (Yam), Rosamond, CA	(25)
10.	Jimmy Button (Yam), Corning, NY	(24)

JEREMY MCGRATH

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES

(After 1 of 13 rounds)

1.	Steve Lamson (Hon), Riverside, CA	(47/1 win)
2.	Scott Sheak (Suz), Germantown, NY	(40)
3.	Mike Brown (Hon), Gray, TN	(38)
4.	Mickael Pichon (Kaw), France	(34)
	Damon Huffman (Kaw), Acton, CA	(34)
6.	Larry Brooks (Yam), El Cajon, CA	(27)
	James Dobb (Suz), Corona, CA	(27)
8.	Brian Deegan (Hon), Menifee, CA	(26)
9.	Casey Johnson (Kaw), Riverside, CA	(24)
	Tim Ferry (Suz), Palm Harbor, FL	(24)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 1 of 22 rounds)

1.	Will Davis (H-D), Goldsboro, NC	(23/1 win)
2.	Rich King (Hon), Waterloo, IA	(19)
3.	Kevin Varnes (Hon), Pottstown, PA	(16)
4.	Brett Landes (Hon), Los Gatos, CA	(15)
5.	Georgie Price IV (H-D), Sicklerville, NJ	(14)
6.	Ricky Graham (Hon), Salinas Valley, CA	(13)
7.	Joe Kopp (H-D), Mica, WA	(12)
8.	Ronnie Jones (Hon), Oklahoma City, OK	(11)
9.	Kevin Atherton (H-D), White Pigeon, MI	(10)
10.	Ken Coolbeth Jr. (H-D), Warren, CT	(9)

DAVEY CAMLIN

AMA 600cc NATIONAL CHAMPIONSHIP SERIES

(After 1 of 3 rounds)

1.	Steve Morehead (Rtx), Findlay, OH	(23/1 win)
2.	Georgie Price IV (Rtx), Sicklerville, NJ	(19)
3.	Ricky Graham (Hon), Salinas Valley, CA	(16)
4.	Rich King (Hon), Waterloo, IA	(15)
5.	Charlie Orr (Rtx), Dallas, TX	(14)
6.	Roger Durkee (Rtx), Dudley, MA	(13)
7.	Brett Landes (Rtx), Los Gatos, CA	(12)
8.	Kevin Atherton (Rtx), White Pigeon, MI	(11)
9.	Davey Camlin (Rtx), Rock Island, IL	(10)
10.	Terry Poovey (Rtx), Euless, TX	(9)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 3 of 9 rounds)

1.	Ty Davis (Kaw), Hesperia, CA	(90/3 wins)
2.	Randy Hawkins (Suz), Travelers Rest, SC	(59)
3.	Michael Lafferty (KTM), Millville, NJ	(51)
4.	Kevin Hines (CRE), East Wareham, MA	(50)
5.	Steve Hatch (Suz), Ithaca, NY	(48)
6.	Matt Stavish (KTM), Blaine, MN	(15)
7.	Kelby Pepper (Kaw), Center, CO	(14)
8.	Patrick Garrahan (Kaw), Boulder Creek, CA	(13)
9.	Jason Dahners (KTM), Redmond, WA	(12)
10.	Tim Tabor (Hon), Moline, IL	(11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 2 of 7 rounds)

1.	Paul Krause (Kaw), Irvine, CA	(50)
2.	Greg Zitterkopf (Kaw), Chino, CA	(44/1 win)
3.	Destry Abbott (KTM), Phoenix, AZ	(36)
4.	Jeff Capt (Hon), Glendora, CA	(31)
5.	Ty Davis (Kaw), Hesperia, CA	(30/1 win)
6.	Johnny Campbell (Hon), San Juan Capistrano, CA	(27)
7.	Abe Baumann (Kaw), Garden Grove, CA	(23)
8.	Todd Hoy (KTM), Long Beach, CA	(21)
9.	Steve Hengeveld (Kaw), Phelan, CA	(20)
10.	Brian Garrahan (Kaw), Huntington Beach, CA	(18)
	Craig Smith (Kaw), Brawley, CA	(18)

JOHNNY CAMPBELL

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 2 of 9 rounds)

1.	Rodney Smith (Suz), Oakley, CA	(60/2win)
2.	Brian Garrahan (Kaw), Boulder Creek, CA	(39)
3.	Jason Dahners (KTM), Redmond, WA	(38)
4.	Patrick Garrahan (Kaw), Boulder Creek, CA	(30)
5.	Eric Mashbir (Hon), Oakland, CA	(26)
6.	Steve Hatch (Suz), Ithaca, NY	(25)
	Cole Marshall (Hon), Boulder Creek, CA	(25)
8.	Scott Plessinger (KTM), Hamilton, OH	(21)
9.	Kent Howerton (KTM), Elmendorf, TX	(18)
10.	Rob Kopp (Kaw), Mica, WA	(17)

AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 2 of 12 rounds)

1.	Scott Summers (Hon), Petersburg, KY	(40/2 wins)
2.	Ty Davis (Kaw), Hesperia, CA	(38)
3.	Steve Hatch (Suz), Ithaca, NY	(36)
4.	Fred Andrews (Yam), Salem, OH	(30)
5.	Randy Hawkins (Suz), Travelers Rest, SC	(29)
6.	Keith Johnson (Kaw), Penbrook, MA	(28)
7.	Duane Connor (Yam), Washington, PA	(21)
	Brian Keegan (Yam), Canonsburg, PA	(21)
9.	Gene Onail (Kaw), The Plains, OH	(12)
10.	Rodney Smith (Suz), Oakley, CA	(17)

AMA/NATC National Trials Series

(After 1 of 9 rounds)

1.	Geoff Aaron (Bet), Redding, CT	(30/1 win)
2.	Ryan Young (G-G), Lexington, KY	(25)
3.	Olivier Clamagirand (G-G), Brea, CA	(21)
4.	Jess Kempkes (G-G), Lincoln, NE	(18)
5.	Mark Manniko (G-G), Aurora, CO	(16)
6.	Raymond Peters (Sco), Moreland, NY	(15)
7.	Mike Guns (Bet), Canada	(14)
8.	Matt Moore (G-G), Sapulpa, OK	(13)
9.	Dennis Sweeten (Bet), Salem, OR	(12)
10.	Ryon Bell (G-G), Canada	(11)

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APRIL 1996 SCHEDULE ON ESPN2

Original Show Telecast — *Repeat Telecast*

EASTERN TIME						
				Monday	4/1	3:30-4:00am
Friday	4/5	7:30-8:00pm	&	Saturday	4/6	11:30-12:00pm
				Tuesday	4/9	3:30-4:00am
Friday	4/12	10:30-11:00pm	&	Saturday	4/13	10:30-11:00am
			&	Sunday	4/14	3:00-3:30pm
Saturday	4/20	11:30-12:00pm	&	Saturday	4/20	11:00-11:30pm
				Tuesday	4/23	3:30-4:00am
Friday	4/26	11:00-11:30pm	&	Saturday	4/27	11:30-12:00pm
				Tuesday	4/30	2:00-2:30am
PACIFIC TIME						
Friday	4/5	4:30-5:00pm	&	Saturday	4/6	8:30-9:00am
				Tuesday	4/9	12:30-1:00am
Friday	4/12	7:30-8:00pm	&	Saturday	4/13	7:30-8:00am
				Sunday	4/14	12:00-12:30pm
Saturday	4/20	8:30-9:00am	&	Saturday	4/20	8:00-8:30pm
				Tuesday	4/23	12:30-1:00am
Friday	4/26	8:00-8:30pm	&	Saturday	4/27	8:30-9:00am
				Monday	4/29	11:00-11:30pm

April, it's the twilight of the supercross season, and road racing is in full swing. Join MotoWorld for all the high-flying action from Indianapolis, Tampa, Charlotte, and St. Louis, then lean into highlights from AMA Superbike, Formula USA, and the opening rounds of World Grand Prix.

Flat trackers rev up for the Pomona half mile, and be sure not to miss the Loretta Lynn races – cross country and hare scrambles for all! Join host Bob Varsha to experience the thrill of racing on ESPN2.

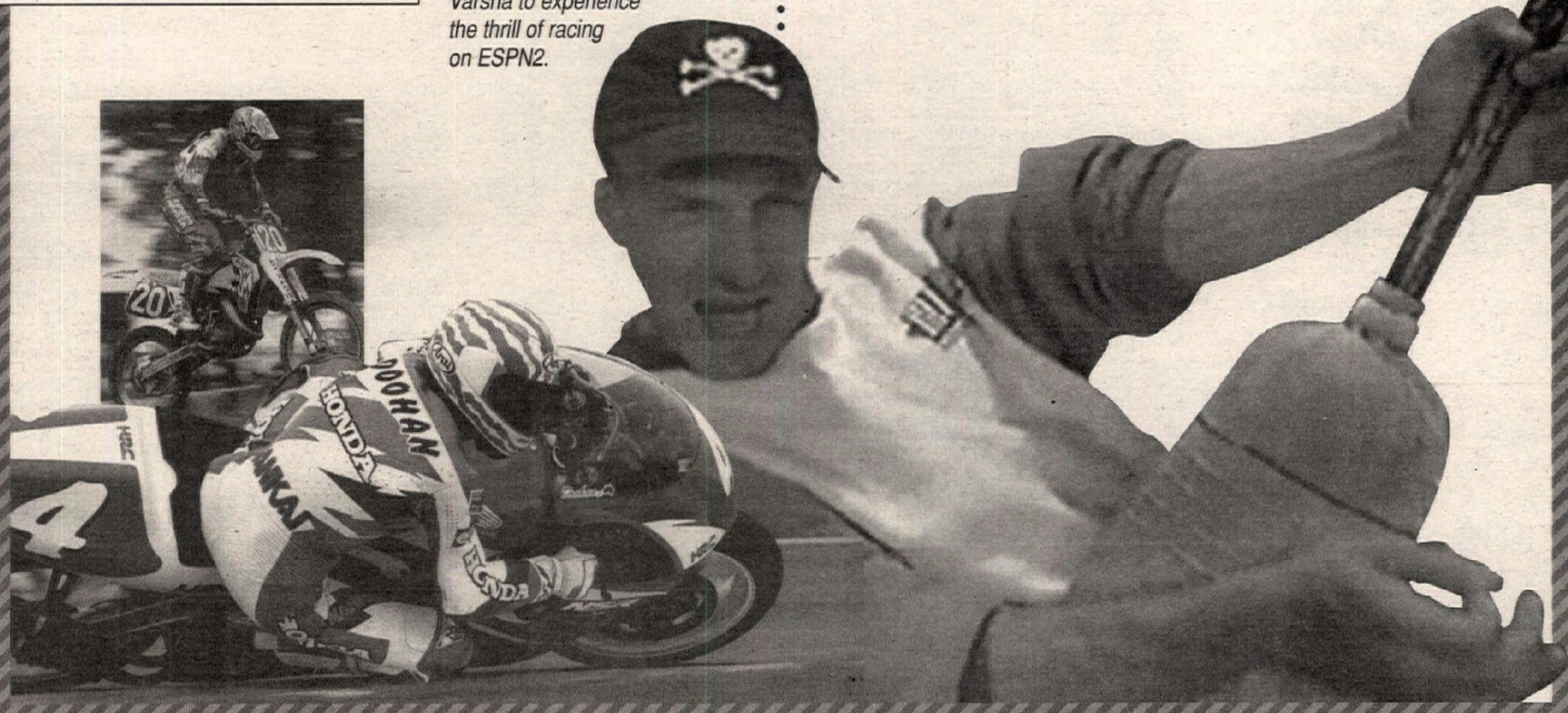
Jerry's Big Adventure: Part Two. Daytona 1996 has come and gone, but Jerry's Bike Week shenanigans linger on. April on MW2 means a little more Main Street for those that just can't leave it behind.

Plus, strap on the leather helmet and goggles. Jerry heads west to hang out with the Vintage Iron crew. The challange: to restore and race an ancient moto dinosaur in the same 24 hours! Crazy, man.

APRIL 1996 SCHEDULE ON ESPN2

Original Show Telecast — *Repeat Telecast*

EASTERN TIME						
Saturday	4/6	12:00-12:30pm	&	Monday	4/8	3:00-3:30am
Sunday	4/21	12:00-12:30pm	&	Monday	4/22	3:00-3:30am
PACIFIC TIME						
Saturday	4/6	9:00-9:30am	&	Monday	4/8	12:00-12:30am
Sunday	4/21	9:00-9:30am	&	Monday	4/22	12:00-12:30am



U.S. Supercross Series

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Atlanta, GA	Sun	4/7	12:30-1:30am	& Sat	4/6	9:30-10:30pm
Houston, TX	Sat	4/13	1:00-2:00am	& Fri	4/12	10:00-11:00pm
Irving, TX	Wed	4/17	12:30-1:30am	& Tue	4/16	9:30-10:30pm
Indianapolis, IN	Tue	4/23	12:30-1:30am	& Mon	4/22	9:30-10:30pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Indianapolis, IN	Sun	4/7	6:00-8:00pm	& Sun	4/7	3:00-5:00pm
Tampa, FL	Sat	4/13	4:00-6:00pm	& Sat	4/13	1:00-3:00pm
Pontiac, MI	Sat	4/20	4:00-6:00pm	& Sat	4/20	1:00-3:00pm
Charlotte, NC	Sat	4/27	2:00-4:00pm	& Sat	4/27	11:00-1:00pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Irving, TX	Fri	4/5	8:00-10:00pm	& Fri	4/5	5:00-7:00pm
Indianapolis, IN	Wed	4/10	2:30-4:30pm	& Wed	4/10	11:30-1:30pm
Tampa, FL	Fri	4/19	1:00-3:00am	& Thur	4/18	10:00-12:00am
Pontiac, MI	Sun	4/28	1:00-3:00am	& Sat	4/27	10:00-12:00am

AMA Motocross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Gainesville, FL	Sun	4/14	4:00-6:00pm	& Sun	4/14	1:00-3:00pm

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Gainesville, FL	Sun	4/3	12:30-1:30am	& Tue	4/2	9:30-10:30pm

World Grand Prix Series

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
GP of Malaysia	Wed	4/10	12:30-1:30am	& Tue	4/9	9:30-10:30pm
GP of Indonesia	Mon	4/22	1:00-2:00am	& Sun	4/21	10:00-11:00pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Malaysia	Sat	4/6	3:30-5:30pm	& Sat	4/6	12:30-2:30pm
GP of Indonesia	Fri	4/12	8:30-10:30pm	& Fri	4/12	5:30-7:30pm
GP of Japan	Sat	4/27	12:00-2:00pm	& Sat	4/27	9:00-11:00am

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Malaysia	Sun	4/7	1:00-3:00am	& Sat	4/6	10:00-12:00am
GP of Indonesia	Sun	4/14	1:00-3:00pm	& Sun	4/14	10:00-12:00pm
GP of Japan	Tue	4/30	12:00-2:00am	& Mon	4/29	9:00-11:00pm

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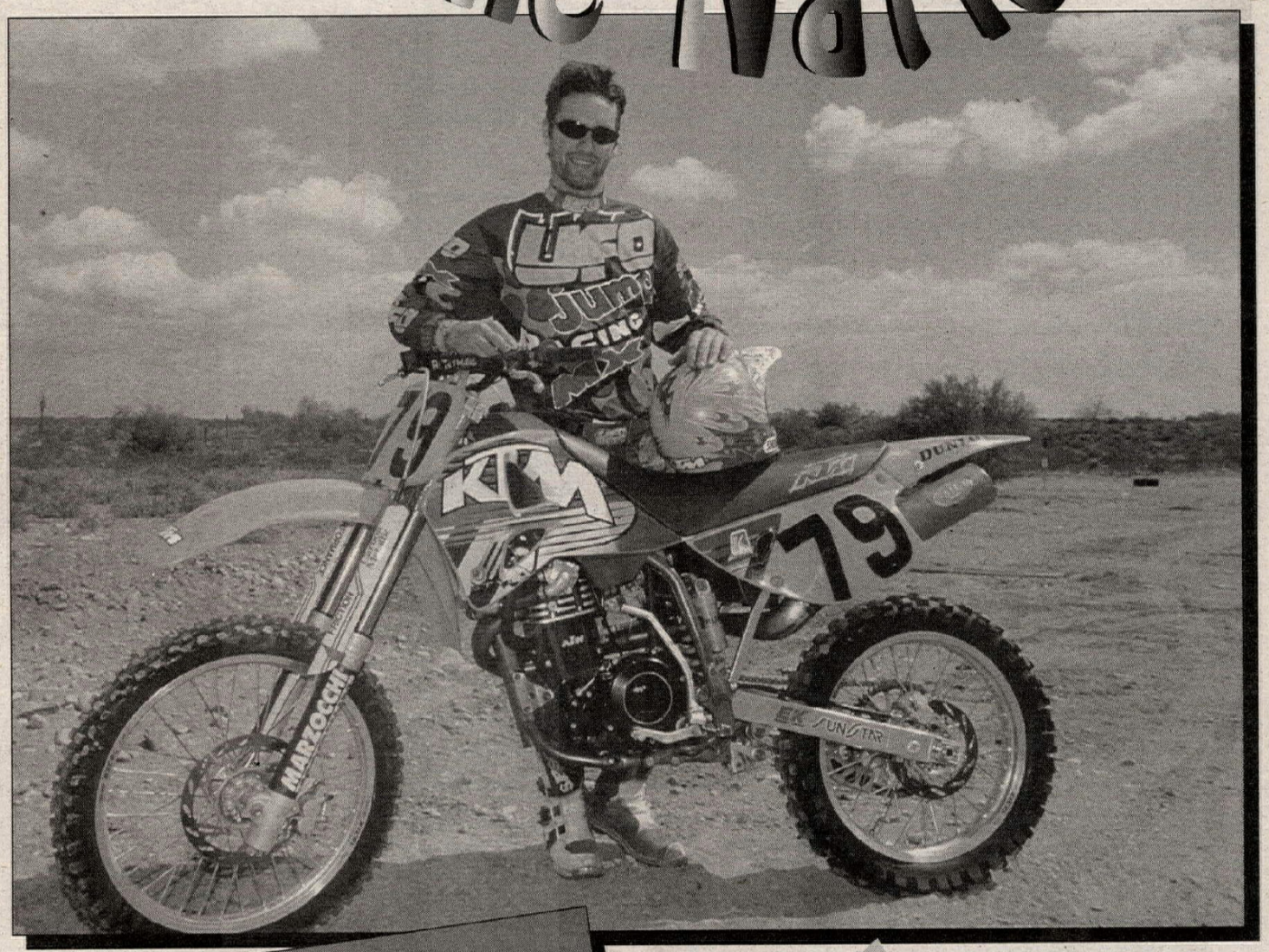
Pit surfing at the 4-Stroke National

Photos by Kinney Jones

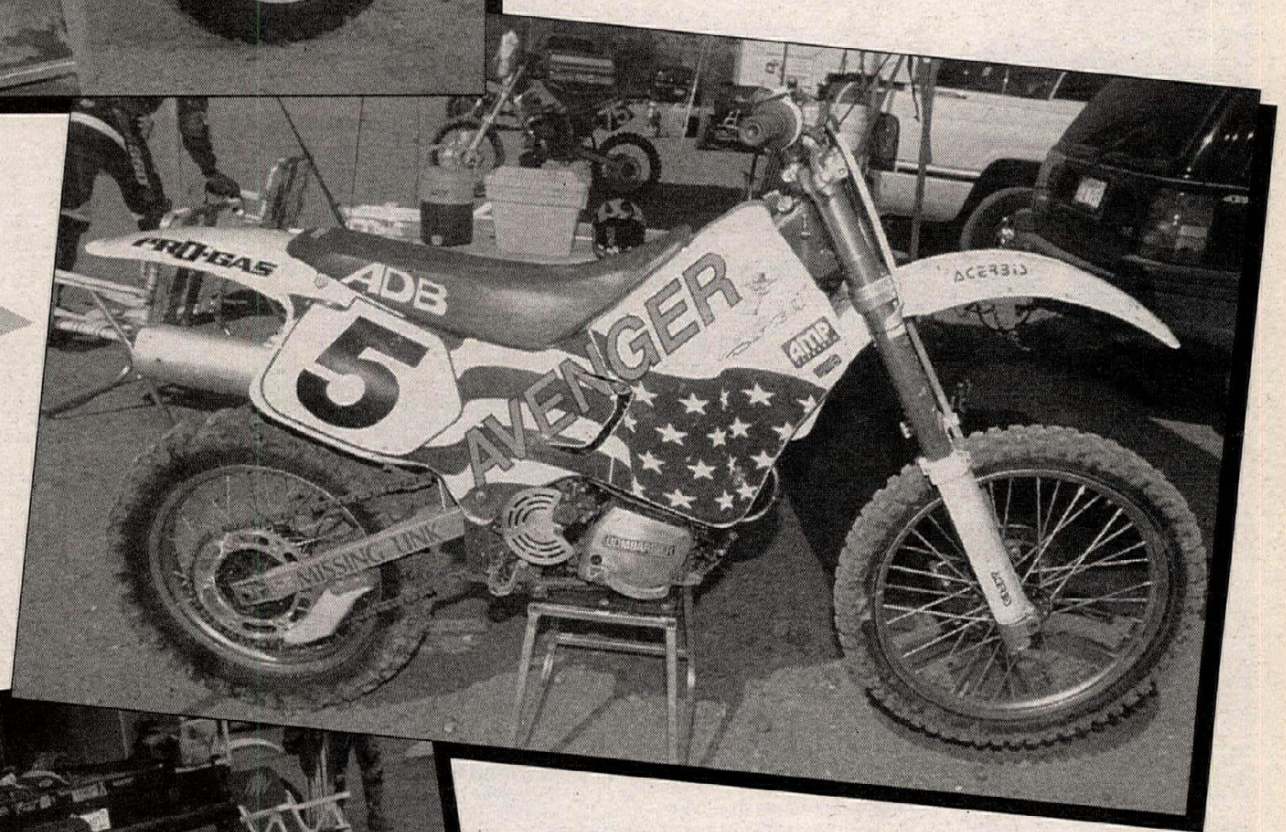
The opening round of the inaugural AMA National Four-Stroke MX Series got under way at Canyon Off-Road Park near Phoenix, Arizona (See issue #16, April 10 for race coverage). Approximately 20 National contenders turned out for the event as did an estimated 1000 spectators. Washington's Lance Smail won both motos on a factory KTM.

We thought we'd give you a close-up look at some of the trick, four-stroke race bikes that were seen or ridden at the National. CN



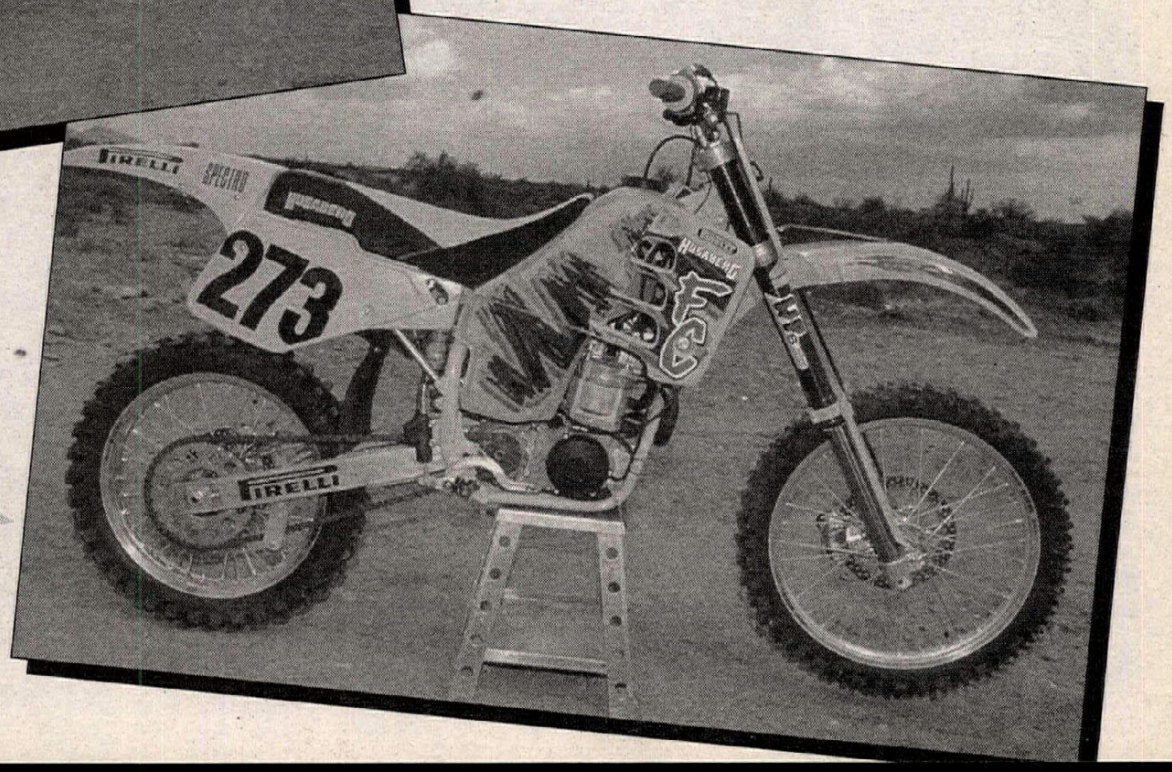
(Above) Winner Lance Smail stands behind his KTM 620, which features an FMF exhaust pipe and silencer combination, an Ohlins shock and reworked, non-inverted Marzocchi forks. (Left) This homebuilt Husqvarna/Honda hybrid competed in the Pro class. It features a Husqvarna motor nestled in an early-model, Honda CR frame. The number plate and radiator shrouds are also CR units, as is the swingarm. The fuel tank is made out of aluminum, and the bike was rumored to be the lightest at the race.

(Left) CCM fielded a three-man team of Billy Liles, Gordon Ward and Terry Fowler. This CCM held the number-one plate in memory of last year's Sound of Thunder Champion Donny Schmit. Fowler rode a bike similar to this and was the top CCM rider in seventh.



(Right) American Dirt Bike was present in Arizona with an Avenger. The bike did not race in the National class but did appear in the amateur program.

(Left) Two Honda XR400s competed, ridden by Robert Naughton and E.J. Wright. Naughton placed a remarkable fifth overall, while Wright ended up 10th.



(Right) This Husaberg 501 was piloted to a second-place finish by Mike Young Jr.

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#65E) 1995 Motocross des Nations
Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. **$34.95**

(#67) 1995 World 125cc MX Series Review
Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. **$34.95**

(#68A) 1995 World 250cc MX Series Review
Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beirer, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. **$34.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#69) 1995 World 500cc MX Series Review
Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. **$34.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150F) 1995 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo. **$24.95**

(#151F) 1995 Sacramento AMA National MX
Round #2 of 250cc action from the 27th annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo. **$24.95**

(#153F) 1995 Mt. Morris AMA National MX
Round #3 of 250cc action from the 19th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo. **$24.95**

(#154F) 1995 Budd's Creek AMA National MX
Round #4 of 250cc action from the Budd's Creek AMA National MX in Maryland. 47 minutes from Motovideo. **$24.95**

(#155F) 1995 Southwick AMA National MX
Round #5 of 250cc action from the brutally rough & sandy Southwick, Massachusetts track. 47 minutes from Motovideo. **$24.95**

(#156F) 1995 Buchanan AMA National MX
Round #6 of 250cc action from the 22nd Annual Red Bud Track 'n' Trail National in Buchanan, Michigan. 47 minutes from Motovideo. **$24.95**

(#157F) 1995 Troy AMA National MX
Round #7 of 250cc action from Kenworthy's MX in Troy, Ohio. 47 minutes from Motovideo. **$24.95**

(#152F) 1995 Unadilla AMA National MX
Round #8 of 250cc action from the infamous Unadilla circuit in New Berlin, New York. 47 minutes from Motovideo. **$24.95**

(#158F) 1995 Millville AMA National MX
Round #9 of 250cc action from the sandy & rough Millville, Minnesota track. 47 minutes from Motovideo. **$24.95**

(#159F) 1995 Washougal AMA National MX
Round #10 of 250cc action from the Washington's picturesque Washougal Motocross Park. 47 minutes from Motovideo. **$24.95**

(#160F) 1995 Binghamton AMA National MX
Round #11 of 250cc action from Binghamton, New York. 47 minutes from Motovideo. **$24.95**

(#161F) 1995 Delmont AMA National MX
Final round of 250cc action from Pennsylvania's Steel City Raceway. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301G) 1996 Orlando Supercross
Round #1 of 125/250cc AMA Supercross Series action from the Citrus Bowl in Orlando, Florida. 50 minutes from Fox Video. **$24.95**

(#310G) 1996 Minneapolis Supercross
Round #2 of 125/250cc AMA Supercross Series action from the Metrodome in Minneapolis, Minnesota. 50 minutes from Fox Video. **$24.95**

(#303G) 1996 Anaheim Supercross
Round #3 of 125/250cc AMA Supercross Series action from the former Rams Stadium in Anaheim, California. 50 minutes from Fox Video. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#79G) 1995 125/250cc GP Review
2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. **$34.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#407B) 1995 Laguna Seca WSB
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#93) Mad Sunday: The Fans' TT
Top class road racing might be one good reason to visit the Isle of Man TT, but it sure isn't the only one. Even if you're never lucky enough to experience the fans' TT for real, it's all here: "everything else" you'll ever see besides the racing on the weekend of Mad Sunday. 60 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo. **$29.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#400B) 1995 World Superbike Series Review
In '95, Carl Fogarty went one better and rewarded his loyal British fans by storming through his second successful WSB Championship on the big Ducati 916. Highlights from all 12 rounds from Hockenheim to Phillip Island, highlighted by interviews with top riders, on-screen graphics, championship positions and behind the scenes footage. 180 minutes from Duke Video USA. **$39.95**

TRIALS

(#75) 1995 World Trials Review
Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the roll which had already brought him his record-breaking 6th world title. This comprehensive review of all 10 rounds features a superlative display of concentration, incredible agility and awe inspiring entertainment. 60 minutes from Duke Video USA. **$34.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

(#44) Multi-Cylinder Magic
One of the magical memories of motorcycle racing in the 60's and 70's is undoubtedly the throaty music of multi-cylinder machines - a sound rarely heard on Europe's racetracks in the Nineties. Join us for over an hour of colorful aural and visual nostalgia as we relive the special magic of multi-cylinder motorcycles - and the men who made them famous. 70 minutes from Duke Video USA. **$34.95**

ENDURO AND DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties. **$24.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#60B) MX-Posed: Volume #1 & #2
Volume #1 is 47 minutes, includes Project FMF RM125 hop-up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. Volume #2 is 47 minutes, profiles Rick Johnson, Damon Bradshaw, Steve Lamson, shows suspension set-up, and more. Both tapes from EPI (while supplies last), one low price.**$14.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

FREESTYLE & CRASHES

(#10) Crusty Demons of Dirt
Skate/thrash-rock attitude meets freestyle big air MX altitude in this video featuring top racers and fresh parolees from the mental institution. Not for the faint-hearted or politically correct (we're not kidding). Produced by Fleshwound Films. 30 minutes from Platypus Worldwide. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#16A) Fast Riding the Roberts Way
A unique and fascinating insight into the Kenny Roberts Training Camp in Barcelona, Spain. Watch the King in action again as he and Randy Mamola put the school's first pupils through their paces and shows you how to get the most out of your sport and road race bikes. 65 minutes from Duke Video USA. **$34.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too....Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

WHATS NEW?
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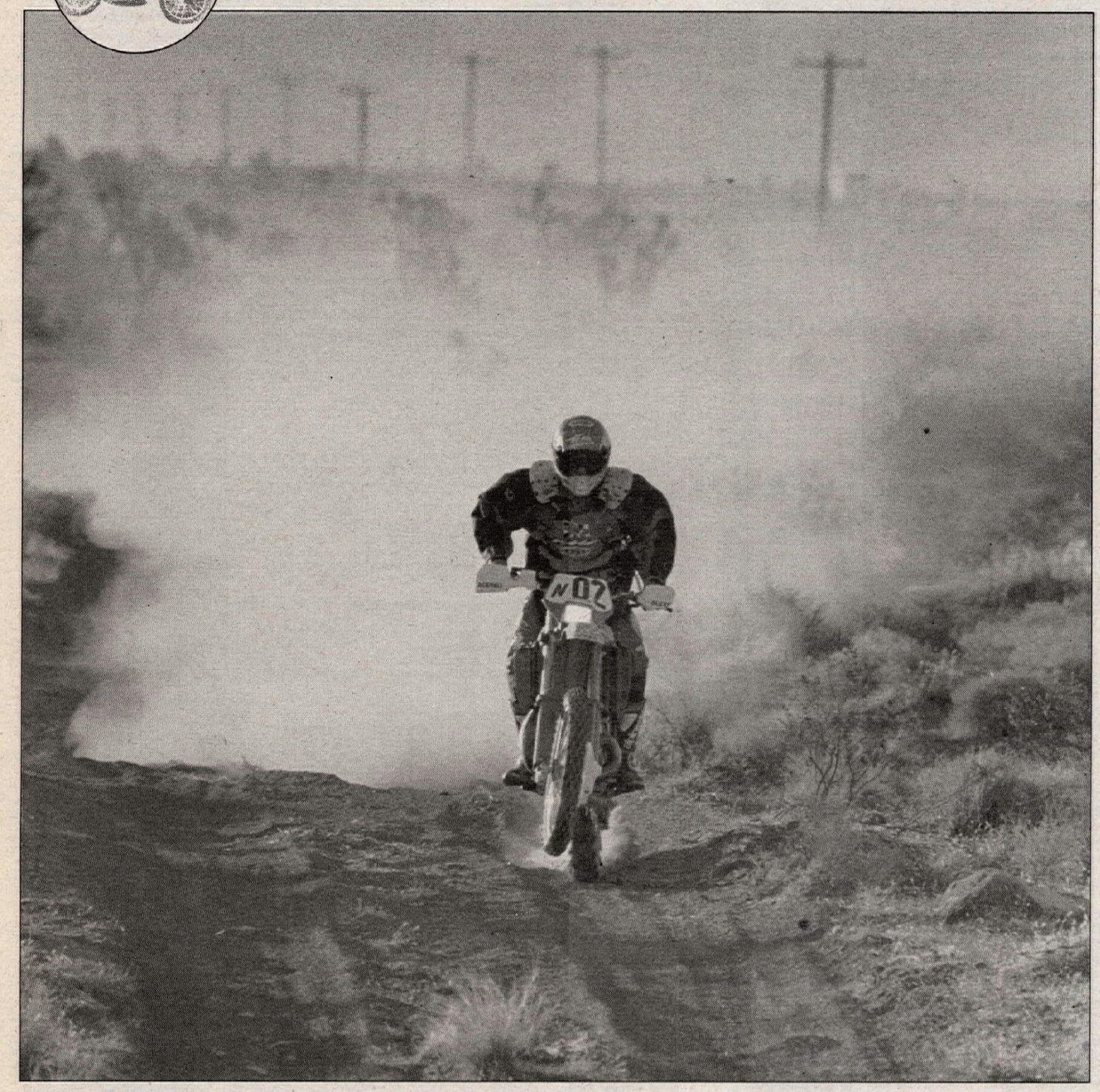
Round 3: Las Vegas-to-Reno



Kawasaki Team Green's Ty Davis (shown) teamed with Paul Krause to win the inaugural Las Vegas-to-Reno off-road race.

Davis/Krause squeak it out

By Anne Van Beveren
Photos by Tom Van Beveren and Steve Berkner

RENO, NV, MAR. 29

The inaugural running of Las Vegas-to-Reno was billed as the "Longest Off-Road Race in the United States." It should also have been billed as the fastest off-road race in the United States, the closest 500-mile battle in off-road competition and the toughest event in memory for pit crews.

The wide trails mandated by the event's car and truck entries meant it was full speed ahead for the top two-wheel teams as they sprinted from one gambling mecca to the other. The almost 60-mph average at the front of the pack had pit crews dodging speeding tickets as they dashed from pit to pit in an often vain attempt to get riders and gas to the right place at the right time.

And the pit crews weren't the only ones who were sweating. With less than three minutes separating the top three teams for much of the journey, there was just as much stress out on the course.

"It made for an interesting race because anything could've happened. There was no room for mistakes," said Kawasaki Team Green's Ty Davis, who partnered with Paul Krause on a KX500, and spent most of the race locked in a neck and neck battle with fellow Kawasaki riders Greg Zitterkopf and Dave Ondas on a matching KX500 and just ahead of American Honda racers Johnny Campbell and Jeff Capt on an XR628.

"The course was interesting, too," said Davis, who gained more than three minutes in the last 100 miles and dashed home to take the checkered flag by a slim four-minute margin. "It was fast, but it was a fun fast. It wasn't like a scary death fast. Overall, I'd say it was a pretty fun race."

The promise of a 500-mile race within the confines of the U.S. borders drew 244 motorcycle teams, 15 quad teams and 47 car and truck teams to race headquarters at the Rio Hotel and Casino in Las Vegas. The field included riders from 28 states and eight countries, who were mounted on everything from the usual lineup of Kawasakis, Hondas and KTMs to exotics like BMWs, a Ducati and a Triumph Tiger, and drew TV crews and magazine journalists from as far away as Australia and Japan.

"It's got a lot going for it if you want to compare it to Baja. It's got more variation in the terrain - it changes all the time. You've got roads and sand and rocks, so time goes by fast, and it's a lot safer than Mexico, too," said Danny LaPorte, who teamed with former World Motocross Champion Heinz Kinigadner on a KTM 620. "I feel a lot more secure riding here. You're not always worried about what's going to happen next, the locals don't make triple jumps on the straightaways and you can get first aid if you need it."

A 5:15 a.m. start had the motorcycle racers up early, heading for the starting line at Sloan, 20 miles west of Las Vegas, but nobody was complaining. The early start meant most of the field had a fighting chance of reaching Reno without having to use lights, and it put a gap of almost four hours between them and the first of the buggies, which were scheduled to start at 9 a.m.

The racers lined up two abreast for the timed start in the pitch dark, and dawn was just a faint glimmer on the horizon at 5 a.m. A five-minute delay was called to let the gloom lift enough for the lead-off riders to see the course, and the starting flag dropped for the first two riders at 5:20 a.m.

The Open Pros were at the front of the starting grid. Davis led off for his team from row three of the two-riders-every-15-seconds start. Zitterkopf was on row four and the distinctive Campbell/Capt Honda, which uses twin exhausts to get a more two-stroke feel out of its four-stroke powerplant, was on row five.

The air was thick with dust before the 13 Open Pro teams had left the line and everyone from the 250cc Pros back was forced to contend with a total brownout.

"It was like thick fog from the start to the first gas," said Lisa Gallo, who was partnered with Lori Conway in one of the event's two all-female motorcycle teams and started near the very back of the pack. "You couldn't see a thing. There was no way you could race; you just had to try to survive."

Davis knew the value of clear air and did everything he could to grab the lead in the first few miles as the course headed west towards Pahrump. He picked off the earlier starters one by one and, despite having to contend with missing course markers that had been blown down by 55-mph winds the night before, he had a two-minute lead as he paralleled the highway on his way into gas two at Wheeler Pass.

"It was too bad we had the gnarly winds. They knocked a lot of the arrows down and if you weren't paying attention you could get lost really easy," said Davis. "I got lost between gas one and two. There was a left-hand corner with two roads. I didn't see the second road so I got on the first one and I got a mile and a half down there before I realized there was an arrow missing."

With no prerunning allowed, other than a three-day guided tour of selected parts of the course in four-wheel drive vehicles, missing arrows kept the racers on their toes most of the day.

"You'd be racing along and you'd see a piece of lath sticking out of the ground where the wind had blown the card off," said Paul Krause. "That was scary because you didn't know whether it was

an up arrow to tell you to go fast or a turn or a danger or what. It was on the brakes hard until you could see what was coming up."

Davis, Zitterkopf and Campbell raced on towards their first rider change at pit four, 135 miles into the course, but some of the other teams had adopted different strategies.

"We decided to do a rider change at the first pit to make up some ground," said KTM's Scot Harden, who was teamed with brother-in-law Jack Johnson in the Over 30 Pro class. "I worked my way up to behind the first starter in our class and we passed him in the pit while he was changing his goggles. A rider change is faster than goggles, and that gave us the lead."

Problems were already starting to plague some of the top runners, like Donnie Book, who crashed the KX250 he shared with Steve Hengeveld soon after the start.

"He decided to lay her down in a corner just to add some interest to it. After the crash we ended up rubbing a hole in the pipe, and we had to replace that at 125 miles," said Hengeveld.

KTM 250 racer Nick Pearson was disappointed when he hit a rock and crashed out of the 250cc Pro lead and then lost time with a plugged fuel filter, but at least he was still in the hunt. Some of the racers, like 250cc Pros Tim Morton and Craig Smith, had given up hope of ever seeing the lead before they completed the first 100 miles.

"I wear glasses and the dust off the start just killed me," said Morton. "Then we missed a pit and ran out of gas. We were back there running with the quads by about pit two."

Some of the field didn't even make it that far. Amateur racers who started more than half an hour behind the leaders reported seeing one broken bike after another.

"It was carnage out there. The course just swallowed up motorcycles," said Lori Conway, whose Four-Stroke Amateur entry put her in the last class off the line. "I saw a bike every 10 to 15 miles easy - broken chains, dead motors, out of gas. It was awful."

It wasn't all beer and skittles at the front of the pack, either.

"I had to stop and open one gate," Davis reported. "There were cows everywhere - all you could do was slow down and hope they didn't run into you. And I saw deer - four of them. Following the course was tough at times, too. The ribbon wasn't very close together - they were miles apart in some sections, so you wondered whether you were even on the race course. Then you'd see a little piece of ribbon two inches long that a cow had left after eating the rest of it and you'd be like, 'Oh yeah.' A little bit of ribbon can mean so much when you're in the middle of nowhere."

When the racers reached gas three at Johnnie, Nevada, Davis had a three-minute lead over Zitterkopf on adjusted time. The Campbell/Capt Honda was another three minutes back in third, Jim Gray and Robert Laughlin's KTM was fourth, ahead of Scott Morris/John Flores (KX500) and Daryl and Bryan Folks (KTM 300), and KX250 racers Steve Hengeveld and Donnie Book were seventh overall and more than a minute ahead of their nearest 250cc Pro competition. LaPorte and Kinigadner had rocketed up through the ranks to eighth overall and first in the Four-Stroke Pro division, and the KTM duos of Dan Ashcraft/Jim Loh and Destry Abbott/Nick Pearson rounded out the top 10.

Ashcraft had time to stop in the middle of the course to give an interview.

"We're not having a good day. We've lost the shock," he said, bouncing the back of the bike to prove his point while the rest of the field powered past. "It's a handful in the rocks - just all over the place."

The top-running Kawasaki teams changed riders for the first time when they took on gas in the Amargosa Valley, just south of Beattie. Davis handed over to Krause and Zitterkopf handed over to Ondas, who was hard on the gas from the moment he left the pit. When they reached the next pit, Krause's lead had been cut to two and a half minutes, and it was down to just two seconds on adjusted time when the pair pitted 61 miles later at the Cottontail Ranch.

The Campbell/Capt Honda was four and a half minutes behind the leaders in third at Cottontail's pit seven, swapping back and forth with the Gray/Laughlin KTM, which had run poorly for a while after it seized twice on a dry lake but was back to running strong. Harden and Johnson had battled through to fourth overall and were still running at the head of the Over 30 Pro pack despite running their tank dry just before gas three. The Morris/Flores Kawasaki hit Cottontail in fifth overall, two minutes ahead of the top-running four-stroke of LaPorte and Kinigadner, and Hengeveld handed over to Book with the 250cc Pro lead in seventh overall, in front of the Folks brothers' Open Pro entry and the Yamaha YZ250 piloted by Oakley Lehman and John Braasch.

As the racers continued north, the course got faster and faster and, by gas eight at Goldfield, about halfway through the 502-mile course, some of the pit crews were having a hard time staying ahead of their racers. Nevada Highway Patrol activity near the Cottontail Ranch didn't help. One pit crew after another was pulled over for exceeding the 70-mph speed limit and one NHP officer suffering from writer's cramp was heard radioing for assistance.

"They're all coming through at 85. I can't write fast enough," the officer complained to his partner, who was just as busy a few miles further north.

Back in the sportsman ranks, the pace was slower but the race - and the pitting - was just as thrilling.

"I did my best impression of a nac-nac today. I hit a boulder and flew through the air. It made me think about Jeremy McGrath - he has so much time up there he has to do something to fill it in," said Alan Cohn, who was sharing his first desert race on an XR600 with John Ossenkop and James Williams. "There were lots of braking bumps entering the corners and ruts exiting the corners by the time we got there, but they kind of helped. At least they told you there was a corner coming."

The course headed into the hills near the ex-mining town of Tonopah, and racers who had time to look around were treated to spectacular views of snow-covered peaks in the not-so-far distance. They were also treated to ever-changing terrain that helped to stave off boredom in the long stretches between the pits.

"I'm surprised there was so much different terrain out there," said Bill Maxim, who rode the bulk of the race after his partner crashed in his first section. "We went up hills and down hills, there were some nice rollers, roads with sweepers that were nice and smooth, rocks and sand, and scenery like a postcard. It was great."

Out in front, the order in the top five stayed the same and none of the racers had time for sightseeing. It was Krause then Ondas as they cleared the Tonopah pit and headed towards Kawasaki's second scheduled rider change at Mina, 150 miles from the finish. Third overall was still held by the Honda team, which had made its final rider swap one pit earlier at Tonopah.

"I did a bit more of the course because I'm more familiar with Nevada than Capt is," said Campbell, who saw a lot of the course competing in the week-long Nevada Rally, which he won in 1995. "I wish everybody had to navigate in this race like they did in the rally. I'm pretty good at that now, but this race was about 50 degrees cooler than the rally, and that was nice."

The Gray/Laughlin KTM and the Morris/Flores Kawasaki were still in fourth and fifth as they cleared Mina. Kinigadner and the KTM he shared with LaPorte were still leading the Four-Stroke Pros in sixth overall when the rally ace reached Mina, but his pit crew was running way back in the pack.

"I tried to borrow gas from three people and nobody would help me. I was so angry that I just turned the bike off and I sat there. I said, 'Okay, I quit.' Finally somebody felt sorry for me," said Kinigadner. "I was mad when I left, and 10 miles after that I hit a very big hole."

The impact put Kinigadner over the bars at about 75 mph.

"I bit my tongue. For a while I thought it was in two pieces. I was drinking so much of my blood I got completely sick in the next section with all the up and down hills," said Kinigadner.

As Honda made its last rider change, and then Kawasaki followed suit, the pace started to pick up even more.

"I had a two-minute-50-second lead when I got off the bike the first time, and Ondas took care of that between pit four and pit five," said Davis, who took over from Krause for the sprint to the

(Above) The Dave Ondas and Greg Zitterkopf team lurked in Davis and Krause's shadow the whole way. The Kawasaki "B" team finished second. (Right) Scot Harden and Jack Johnson scored the 30+ class win, finishing 10th overall.

Round 3: Las Vegas-to-Reno

finish. "The rest of the way we were 15 to 30 seconds apart and I didn't like that. It was way too close. One little mistake and Zitterkopf was going to be there. From pit 10 to the finish I put the hammer down."

Things were also heating up behind Zitterkopf.

"I was waiting until we got to the terrain in the north because I knew it was a lot better for our bike. It's a bit higher speed and our bike, being a four-stroke, hooks up better on the hard-pack roads," said Campbell. "I was really familiar with the terrain so I decided I was going to make a run for it and I was able to make up five minutes on Zitterkopf in 200 miles."

By gas 12, less than 60 miles from the finish, the high speeds had pit crews gasping.

"We changed riders at gas 12. I've got my gear on and I'm walking towards the pit, and they start yelling to hurry up because (Harden's) already there waiting for me," said Johnson, who lost about a minute struggling to get his helmet and gloves on. "We got stuck in traffic going through Hawthorne. We were jamming all the way but it was cutting it close, really close."

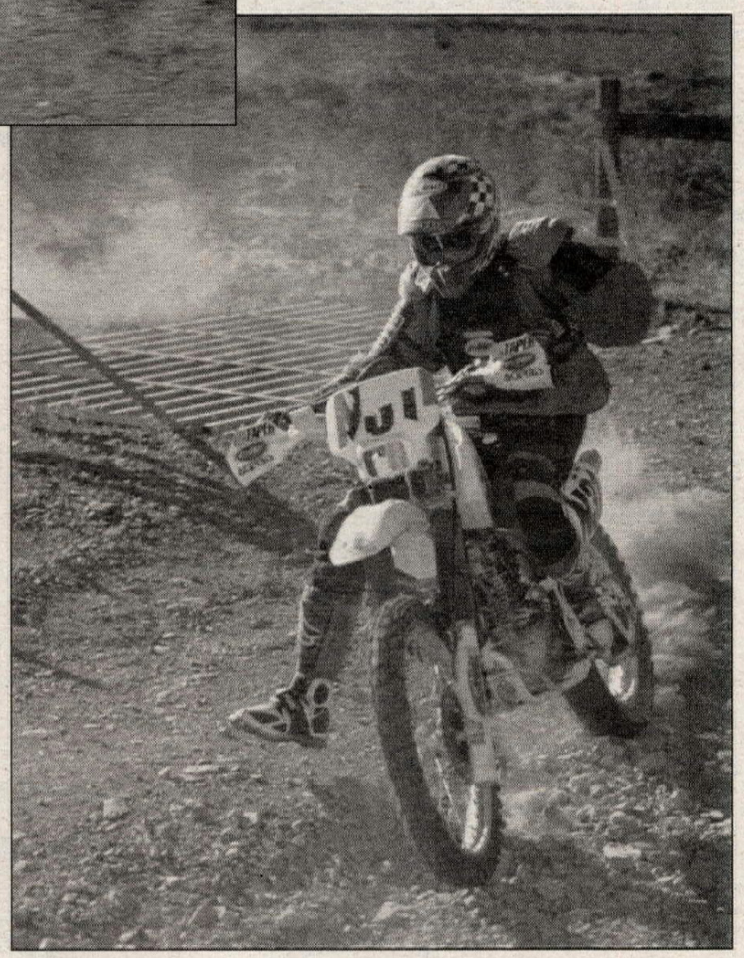
As the front-runners cleared the Weeks pit with 27 miles to go, Davis had the race all but in the bag. He dashed through a treacherous rocky section, cleared the last-minute water crossings that race organizer Casey Folks put in to surprise the tired racers, and powered across the finish line at 2:05 p.m. After 502 miles and eight hours and 44 minutes of racing, the Davis/Krause KX500 took the win by a shade under four minutes with an average speed of 57.5 mph and earned $2500 for topping the Open Pro division.

"It was a good race and it was really fun," said Davis. "The course was interesting - it had some boring stuff, but for what Casey (Folks) had to work with, it was okay. In that last section, there were some scary rollers. I've never seen anything so huge. The ground just rolled away from under you and I got some good air before I slowed down."

Davis' teammate described his job as a piece of cake.

"I had the easy job. I had the fastest guy in the desert and the fastest bike in the desert. I just had to keep it together between his sections," said Krause.

Zitterkopf brought the KX500 he shared with Dave Ondas across the line three minutes and 47 seconds behind Davis on adjusted time and just nine seconds ahead of the Campbell/Capt Honda.



(Above) Steve Hengeveld combined efforts with Donnie Book to win the 250cc class. (Right) The Honda team of Johnny Campbell and Jeff Capt finished third overall, just nine seconds behind the second-place team.

"It was a lot of fun. We were dicing really good the whole way. We just had some problems. It seemed like at the beginning my bike didn't work well on the roads - it wouldn't pull fifth gear so I was in fourth, and it got really bad towards the end," said Kawasaki Team Green-backed Zitterkopf. "I had more fun than I thought I would, especially towards the end."

Campbell was happy with third overall, and especially happy to finish just nine seconds shy of second overall.

"I'm happy with that. I'm happy that I made up five minutes on Zitterkopf - caught him sleeping and nearly got him. We just ran out of time," said Campbell.

Jim Gray charged home eight minutes behind Campbell and Capt to score fourth Open Pro for teammate Robert Laughlin and KTM. "From nine to 10 I was ahead of them the whole way, but I missed a corner in the wide-open stuff and, after that, I never saw them again."

Fifth overall went to Scott Morris and John Flores on a Kawasaki Team Green-backed KX500, who finished just 39 seconds ahead of Four-Stroke Pro winners Kinigadner and LaPorte.

"We lost some time with a slow wheel change at gas six. Our adjusters came undone and we had to readjust the chain. It was just enough for Jim Gray's KTM to get out in front of us," said Morris. "From there on it was just maintain."

"We lost a lot of time in the first 50 or 60 miles in the dust but, after that, everything went perfect. We rode fine," said LaPorte, whose nearest competition was Fred Willert and Tim Staab, who finished 12th overall, 36 minutes behind the class winners on a wadded up XR600.

"The pipe's broken, the steering stabilizer's torn off - for a while the front brake lever was reversed inside the handguard and I had to use it backwards," said Willert. "About 20 miles back I hit a big rock I didn't see at a road crossing. I shouldn't have even been on the bike. Staab didn't make it to pit 12 and I had to ride all the way here from Tonopah."

Seventh overall and the 250cc Pro win went to KX250 pilots Steve Hengeveld and Donnie Book, who finished two minutes ahead of second-placed Oakley Lehman and John Braasch, who brought their YZ250 home eighth overall despite starting at the very back of the 250cc class.

"It was close racing the whole time. We were about three and a half minutes ahead of them most of the way," said Hengeveld, who won $2000 for the 250 Pro win.

The Folks brothers brought their KTM 300 home in ninth overall despite a late-in-the-race collision.

"I stirred up a little excitement by running into John Braasch and eating it really good at the last pit," said Daryl Folks. "I was asleep in the chase truck and the driver didn't wake me up until we got there. My brother pulls up as I'm putting my stuff on - they're revving the bike waiting for me and I'm still trying to get my head straight. I went out right beside Braasch and I didn't realize the course turned right. He tried to turn and I went down. It was a good one - kind of comical."

The Over 30 Pro win went to race-long leaders Scot Harden and Jack Johnson in 10th overall. Second in class went to the Washington State duo of Rich Binckley and Paul Ostbo.

"From a rider's point of view, that was a great race. I didn't want to stop - I wanted to keep going," said KTM 300-pilot Harden. "The biggest problem we had was keeping up with each other at the pits. We kept arriving simultaneously."

The Expert field was topped by Rick Bozarth of Troutdale, Oregon, who iron-manned his way to 18th overall on a KTM 250.

"I just wanted to prove to myself that I could come down here and have a finish," said Bozarth, who has held Oregon's number-one cross-country plate for eight years. I'm the happiest guy right now - I've never been so happy. "I had a good clean ride. I had a few scary calls but I never crashed. I really like this high-speed stuff. You just sit back and listen to the motor sing."

The first four-wheeled entry crossed the finish in 79th overall with a total elapsed time of 11 hours and 46 minutes, and they were far from the back of the pack. But all who finished the race - and many who didn't - were still happy that they had met their own personal goals. Amateur entrants like Alan Cohn, John Ossenkop and Craig Williams were content with crossing the line 92nd overall (sixth in class) because they did it before dark. Forty-five-year-old Jerry Kyle of Arizona reached his goal of iron-manning-it to the finish when he arrived in 191st overall, and Lori Conway, whose team race turned into an iron woman event after her partner crashed with 400 miles to go, got the satisfaction of knowing she never called it quits.

"It was the first time I had ever ridden at night. It's lonely riding in the dark, that's for sure, and it got scary when the cars started coming up behind me. My light was pretty good, but when I started seeing my own shadow from the light behind me, I knew it was time to pull over," said Conway, who completed the course 187th overall at 10 p.m. "It was a long day and quite a learning experience, but we finished and we beat the other girls' team. They broke before gas one." CN

Las Vegas-to-Reno
Reno, Nevada
Results: March 29, 1996

O/A: 1. Ty Davis/Paul Krause (Kaw); 2. Greg Zitterkopf/Dave Ondas (Kaw); 3. Johnny Campbell/Jeff Capt (Hon); 4. Jim Gray/Robert Laughlin (KTM); 4. Scott Morris/John Flores (Kaw); 6. Heinz Kinigadner/Danny LaPorte (KTM); 7. Steve Hengeveld/Donnie Book (Kaw); 8. Oakley Lehman/John Braasch (Yam); 9. Bryan Folks/Daryl Folks (KTM); 10. Scot Harden/Jack Johnson (KTM); 11. Destry Abbott/Nick Pearson (KTM); 12. Fred Willert/Tim Staab (Hon); 13. Craig Hunter/Johnny Kawell (Hon); 14. Rich Binckley/Paul Ostbo (Hon); 15. Tommy Roberts/Mark Lundgreen (Kaw); 16. Darrol Brown/Kevin Brown (Hon); 17. Casey McCoy/Bill Postel (Hon); 18. Rick Bozarth (KTM); 19. Tex Mitchell/Ron Mitchell (Hon); 20. Jeff Fegert/Jason Robinson/Marc McManus (KTM).

OPEN PRO: 1. Ty Davis/Paul Krause (Kaw); 2. Greg Zitterkopf/Dave Ondas (Kaw); 3. Johnny Campbell/Jeff Capt (Hon).

250 PRO: 1. Steve Hengeveld/Donnie Book (Kaw); 2. Oakley Lehman/John Braasch (Yam); 3. Destry Abbott/Nick Pearson (KTM).

0-30 PRO: 1. Scot Harden/Jack Johnson (KTM); 2. Rich Binckley/Paul Ostbo (Hon); 3. Tony Megla/Manny Castillo (Hon).

4-STK PRO: 1. Heinz Kinigadner/Danny LaPorte (KTM); 2. Fred Willert/Tim Staab (Hon); 3. Darrol Brown/Kevin Brown (Hon).

OPEN EX: 1. Jeff Fegert/Jason Robinson/Marc McManus (KTM); 2. Orville Northrop/Sean Steele/Kevin Steele (Hon); 3. Johnny Alexander/Todd Alexander/Steve Downey (Hon).

250 EX: 1. Rick Bozarth (KTM); 2. Russell Pearson/Bryan Bruning/Lee Pearson (KTM); 3. Clayton Enslin (Kaw).

0-25 EX: 1. Marc Cartwright/Chris Stewart/Kevin Smith (Kaw).

0-30 EX: 1. Billy Fullmer/Mark Daniels/Kurt Hintz (Kaw).

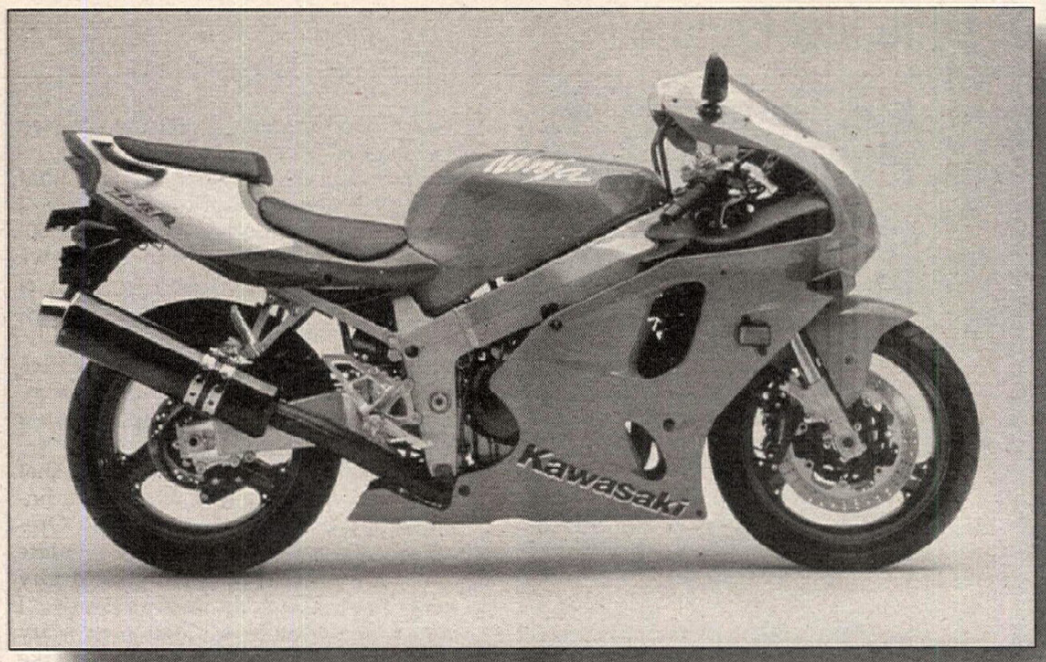
4-STK EX: 1. Jay Hopkins/Dean Hopkins/Phil Gorgone (Hon).

0-40 PRO: 1. Bill Maxim/Gary Vanderpool (Kaw).

OPEN AM: 1. John Federick/Scott Vanbargen/Bob Vanbargen (Kaw).

Upcoming Rounds:
Round 4 - Pioche, Nevada, June 22
Round 5 - Tonopah, Nevada, September 21

See the 1996 Models at these Kawasaki Dealers



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Round 3: Lone Star Enduro

Ty triples in Texas

By Larry Toby
Photos by Arnold Lane

LUBBOCK, TX, MAR. 31

Kawasaki Team Green's Ty Davis made it three in a row as he rode to a convincing win in round three of the AMA National Enduro Championship Series near Lubbock, Texas. Davis' victory came on the heels of a victory with teammate Paul Krause just two days earlier at the 500-mile Las Vegas-to-Reno race. "I rode 300 miles as fast as I could go Friday," said Davis. "I flew here yesterday and raced today. I'm tired, but winning today has made it a very nice weekend."

Tight, twisty, rocky, thorny, steep canyons, and wide-open, narrow and rutted trails made the Lone Star Enduro the most challenging event of the series thus far. As one rider put it, it was like having eastern- and western-type enduros on the same day, and a motocross section at the end gave the event an extra twist. Davis, who had dropped exactly 12 points during the first two rounds, dropped 30 at this event alone. Runner-up Randy Hawkins dropped 37, while third-place finisher Steve Hatch lost 39.

Ever gracious in victory and always complimentary to his competitors, Davis still appears a bit surprised by his victories in the National Enduro series. Maybe it's the fact that the defending National Champion is still the new kid on the block, and that gives Davis an uneasy feeling.

With a 31-point lead over Suzuki's five-time National Enduro Champion Hawkins, Davis can rest a little easier. "I really needed this win," said Davis. The defending champ will miss the next round of the series, in Ohio, to ride an AMA National Hare & Hound event and can still be assured of retaining his enduro series points lead. Davis is chasing an unprecedented championship in both series despite conflicting schedules. "I must do well at all the remaining enduros I contest and win every hare and hound to pull it off," Davis said with a strain of nervousness and excitement in his voice.

Davis won the opening round of the National Hare & Hound series and missed the second round to contest the second round of the National Enduro series. The two series have two additional conflicting dates on their schedules later in the year. Throw in a couple other desert races - the Baja 1000 and 500 - and a few AMA Grand National Cross Country Series events, and you can begin to appreciate the pressure Davis is feeling.

After this enduro win, Davis did admit that the bull's-eye he felt on his back during the first two rounds is starting to fade. "Team Suzuki's Steve Hatch always seems to start on the row behind me. That has made me a little nervous. But it seems like it has brought Steve more bad luck than good."

"I like starting behind Davis so I can look for his dust on high or flat areas," remarked Hatch. "That way I can judge how fast I need to go. Today, I never saw his dust."

Hatch's string of misfortunes in early-race action continued. At the second round in Louisiana, Hatch's brakes caught fire, costing him precious minutes he could not regain. Not more than a couple miles into the first loop in Texas, just as a special test was beginning, Hatch was seen on the side of the trail replacing a fouled plug.

In Louisiana, one misfortune cost competitors several positions, and Hatch ended up 15th. The Texas round provided plenty of challenges and tests where racers could make up time. After finishing the first loop out of the top 10, Hatch was on the gas making up time in the second, third and fourth loops, and was able to move up to third overall by the finish. Hatch was the only rider who stayed close to the pace Davis set during the wide-open final loop, which had more resemblance to a desert race than an enduro. Only Hatch and Davis managed to reach the 15th check, near the end of the final loop, four minutes behind schedule. Their closest rivals at that check were Hawkins and Kawasaki's Kelby Pepper, both losing six minutes. All other AA riders dropped seven or more minutes.

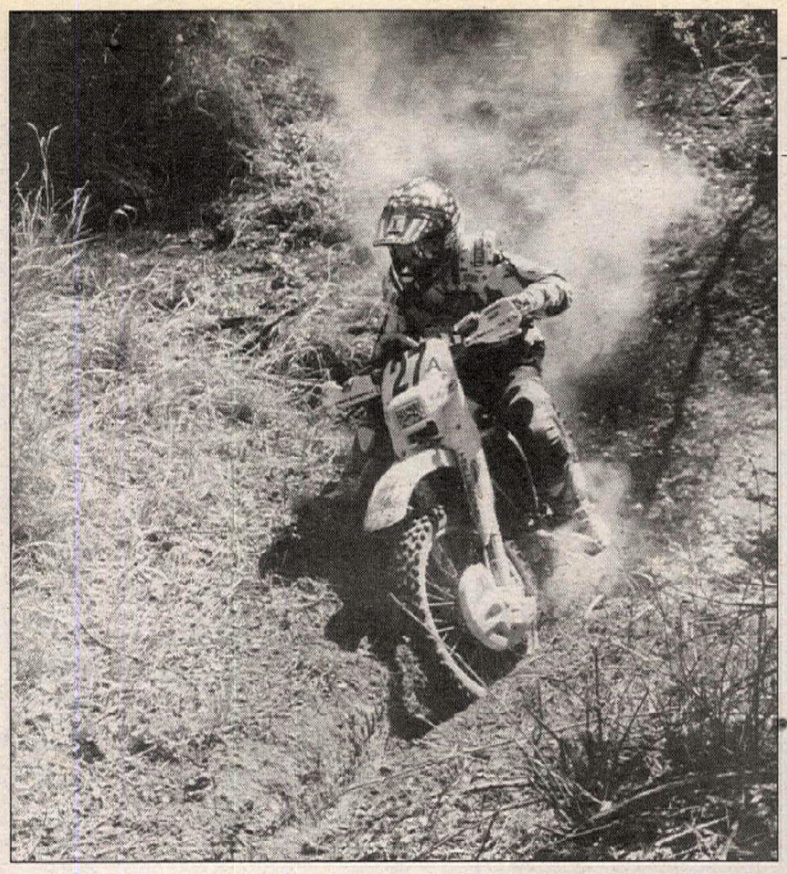
"That final section was scary," said Hawkins. "I had to slow down. I'm not used to that wide-open-type terrain." Most of the top riders who checked their computers for top speed found they had reached speeds between 65 and 70 mph on the narrow, rutted and rocky trails.

Hawkins gave up a couple of minutes to Davis and Hatch on the last loop, but during the first three loops he was brilliantly fast. Hawkins was the only rider to nearly match the pace of Davis during the very tight, challenging early special tests. Hawkins finished comfortably in second place. Rounding out the top five were Pepper and CRE-mounted Kevin Hines.

"It would be nice to see enduros get tougher," commented Hines before the race. "At recent enduros, winning scores have often been in the teens. I remember when winning scores were in the 40s. I would like to see a good, old-fashioned enduro."

Most of the AA riders agreed that the

(Top) Ty Davis surprised no one by smoking everyone in the MX section at the end of the day in Texas. It was the icing on the cake after winning his third straight National Enduro. (Right) Randy Hawkins is determined to keep Davis in sight this year, and recorded second overall.



(Left) Steve Hatch recovered from a miserable day at the previous round in Louisiana by grabbing third in Texas.
(Right) Third-in-points Mike Lafferty finished seventh overall.
(Below) Kevin Hines rounded out the top five, finishing right behind Kelby Pepper.

Lubbock Trail Riders did a good job putting the meaning of endurance back into the competition. "The club did an excellent job with the terrain they had," said Hawkins. "They put in a lot of tight, difficult trails like those of eastern events in the first half of the course and more open terrain of western-style events in the second half."

The course started with a relatively easy first loop that took few points from the top riders. Davis and Hawkins both dropped one point. Pepper, Hines, KTM-mounted riders Matt Stavish, Michael Lafferty, Hayden Franklin and Scott Stretch, Husqvarna pilot Josh Whitaker, Suzuki rider Rick Higgins, and Honda-mounted Tim Tabor all dropped two points. Hatch and KTM's Jason Dahners were another minute back. After the fist loop, the A and AA riders split from the pack to ride a tight, twisty, rocky canyon the club labeled the "Rambo" section. This section had most A riders crying uncle halfway through. The toll this section took on the rider paled only to the toll it took on jerseys and other riding apparel. One rider commented that the club should have given riders new jerseys to replace their shredded ones instead of the complimentary T-shirts. Most of the other comments overheard in the Rambo section are not printable.

Even the AA riders found this section very difficult. Davis and Hawkins both dropped six points at check five, only partway into the section. Hatch, Pepper, Hines and Lafferty all dropped seven points. Everyone else dropped eight or more points. At the seventh check, near the end of the section, Davis had fallen 13 minutes behind schedule. Hawkins dropped 14 points, while Hatch dropped 15. Pepper, Hines and Lafferty were another minute back, while everyone else dropped 17 or more points at that check.

At this point, the race was only half-completed for the A and AA riders, yet may A riders had already quit or houred out.

The third loop provided some relief, and like the first, was relatively easy. Davis, Hawkins, Hatch and Hines all rode this section without losing any points. Most of the other AA riders lost one point in four checks.

The fourth loop was another challenging section. Where the second loop was tight, this loop was more wide open. Davis stretched out his one-point lead over Hawkins in the final loop. He was generally a minute or more faster at each of the four checks in this section. Davis scored a 3 by check 12. Hawkins, Hatch, Pepper, Hines and Stavish managed 4s, while everyone else scored 5 or more.

Most of the AA riders gained about two minutes back by check 13. Davis scored a 1. Hawkins and Hatch scored 2s. Pepper, Hines and Stavish scored 3s.

Davis and Hatch maintained their late times into check 14, while most of the other AA riders lost an additional minute or more. Again, Davis scored a 1. Hatch scored a 2. Hawkins and Pepper scored 3s.

The club managed to take a few more minutes from everyone at check 15. Hatch reeled in Davis a little with both riders scoring 4s. Hawkins and Pepper scored 6s. Hines and Stavish scored 7s.

A reset after check 15 allowed riders to get back on time before running them through a final 1-mile motocross special test near the pit area. The 180-mph speed average assured all the riders would be in full-race mode. While it was a short section, it made for some great spectating.

Davis, having a nearly perfect day, rounded the special test the quickest, with a lost time of one minute, 33 seconds. Hatch, Hawkins, Pepper, Hines and Lafferty followed within a dozen seconds of Davis' time. CN

Lone Star Enduro
Lubbock, Texas
Results: March 31, 1996 (Round 3 of 9)

O/A: 1. Ty Davis (Kaw); 2. Randy Hawkins (Suz); 3. Steve Hatch (Suz); 4. Kelby Pepper (Kaw); 5. Kevin Hines (CRE); 6. Matt Stavish (KTM); 7. Michael Lafferty (KTM); 8. Hayden Franklin (KTM); 9. Jason Dahners (KTM); 10. Josh Whitaker (Hus); 11. Scott Stretch (KTM); 12. Rick Higgins (Suz); 13. Tim Tabor (Hon); 14. Larry Crane (KTM); 15. Rob Kopp; 16. Michael Wilson (Hon); 17. Steve Narel (Hon); 18. Phil Stevens (Kaw); 19. Bob Bennett (Hon); 20. Ben Shafer (KTM).

200 A: 1. Phil Stevens; 2. Don Simone; 3. Randy Frady.

250 A: 1. Jason Dahner; 2. Scott Stretch; 3. Tim Tabor.

OPEN A: 1. Forrest Tobin; 2. Ken Giles; 3. Dan Sell.

4-STK A: 1. Bob Bennett; 2. Dwight Rudder; 3. David Klein.

VET A: 1. Bob Steye; 2. Garry Singleton; 3. Charlie Williams.

SR A: 1. Daniel Dailey; 2. Kenneth Smith; 3. Terry Maxwell.

200 B: 1. Jeff Fain; 2. Michael Taliaferro.

250 B: 1. Joel Prock; 2. Jack O'Leary; 3. Bobby Brooks.

OPEN B: 1. Nick Norman; 2. Ronnie Popham; 3. Karl Ross.

4-STRK: 1. Michael Kencaid; 2. Mark Quador; 3. George McMahan.

30+ B: 1. Richard Nichols; 2. David Kaiser; 3. Mike Jenkins.

40+ B: 1. Gary Doerr; 2. Flint Forrister; 3. Dan Wylie.

50+ B: 1. Gene Hooker; 2. Ernie Mellor; 3. Mike Hall.

200 C EX: 1. Zach Cambern; 2. Jerod Cambern; 3. Scott Martin.

250 C EX: 1. Bill Roe; 2. David Dossey; 3. Chris Denney.

OPEN C EX: 1. Gary Palmer; 2. Ken Grant; 3. Randy Walker.

4-STRK C EX: 1. Greg Blackman; 2. George Getchell.

WMN C EX: 1. Minnie Perry; 2. Ruth Ann Parsley.

200 C NOV: 1. Michael Giblet; 2. Greg Grant; 3. Todd Snider.

250 C NOV: 1. Jim Sally; 2. Greg Jeter; 3. Howard Humphrey.

OPEN C NOV: 1. Mike Burns; 2. Deon Drown; 3. Stephen Maddox.

4-STRK C NOV: 1. Clint Boswell; 2. Kurt Albertson; 3. Clint Deeds.

40+ C NOV: 1. Scott Dennis; 2. Tim Spradling; 3. Ralph Crowder.

50+ C NOV: 1. Gary Webb; 2. Wiley Kimbell; 3. Ron Debusk.

57+ C NOV: 1. Tom McKay; 2. Jimmie Perkins; 3. Dave Meers.

MSTR C NOV: 1. Harold Wilson; 2. Jack Henry; 3. Jim Krause.

WMN C NOV: 1. Rita Kimbell; 2. Kathi Lees; 3. Bettie Wimberly.

16-SW C NOV: 1. Chad Tittle; 2. McCabe Carson; 3. Forrest Humphrey.

16-LW C NOV: 1. David Whitaker; 2. Vandon Ray; 3. Trulyn Deeds.

AMA NATIONAL ENDURO CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 9 rounds): 1. Ty Davis (90/3 wins); 2. Randy Hawkins (59); 3. Michael Lafferty (51); 4. Kevin Hines (50); 5. Steve Hatch (48); 6. Matt Stavish (43); 7. Kelby Pepper (40); 8 Patrick Garrahan (25); 9. Jason Dahners (22); 10. Tim Tabor (21); 11. Larry Roeseler (15); 12. Kevin Bennett (14); 13. (TIE) Ben Shafer/Hayden Franklin (13); 15. (TIE) Brian Garrahan/Mike Marrow/Josh Whitaker/Steve Narel (11); 19. (TIE) Ashley Brewer/Scott Stretch (10).

Upcoming Rounds:
Round 4 - Wellston, OH, April 28
Round 5 - West Greenwich, RI, June 23

Briefly...

There was a rocky hill close to the pit area that made for excellent spectating. Most riders struggled to get up the loose sand and around boulders. It was so tight through the large boulders that riders rode single file. **Ty Davis** showed everyone how he gains so much time on his competition by leaping over a 3- to 4-foot vertical boulder on the side of a hill that everyone else went around. He gained a couple of seconds on the competition and made many new fans with one simple twist of the throttle. Fans were still talking about that feat an hour later. When asked about it, Davis hadn't even noticed that he had done anything special. "I just try to go as straight and fast as I can. Sometimes that means going over things," said Davis.

Team Suzuki rider **Randy Hawkins** and **Steve Hatch** were overheard joking about what they will have to do to beat Ty Davis. The suggestion was made that if they could enter as one entry with Hawkins riding all the tight stuff and Hatch riding the wide-open, fast sections, maybe they could beat Davis.

Many riders were seen scratching their heads trying to follow and understand the complicated route sheet. The club had so many **speed changes**, resets, free time, gas stops and gas available that even one of the popular enduro computers was unable to hold all the information. Riders were seen switching computers and trying to find someone to program those that did hold enough information.

Riders who weren't intimidated by the amount of information may have been by the speed averages. There was one **90-mph** section in the morning and a **180-mph** section in the afternoon. Enduro computers usually can handle speeds only up to 99 mph, not to mention enduro bikes themselves. Fortunately, the 180-mph section was the last three miles of the event and most riders simply ignored the speed and rode as fast as they could.

Ty Davis must have had the 180-mph section still on his mind as he was driving back to the airport. He was seen pulled over on the side of the highway by a Texas state trooper.

Kelby Pepper, who has had less fortune in the first two rounds this season than he would like on his new Kawasaki KX250, showed up with a KDX200 in Texas. It is the same bike he rode a week earlier to win the opening round of the Rocky Mountain Enduro Series in Turkey, Texas. The 200 must suit Pepper just fine. His speed on the 200 makes him look like he is on a 250. He finished fourth overall, his best of the season thus far, and had the fourth-fastest time through the sandy motocross section. Pepper also rode a KDX200 last year in Louisiana, where he won his first National enduro.

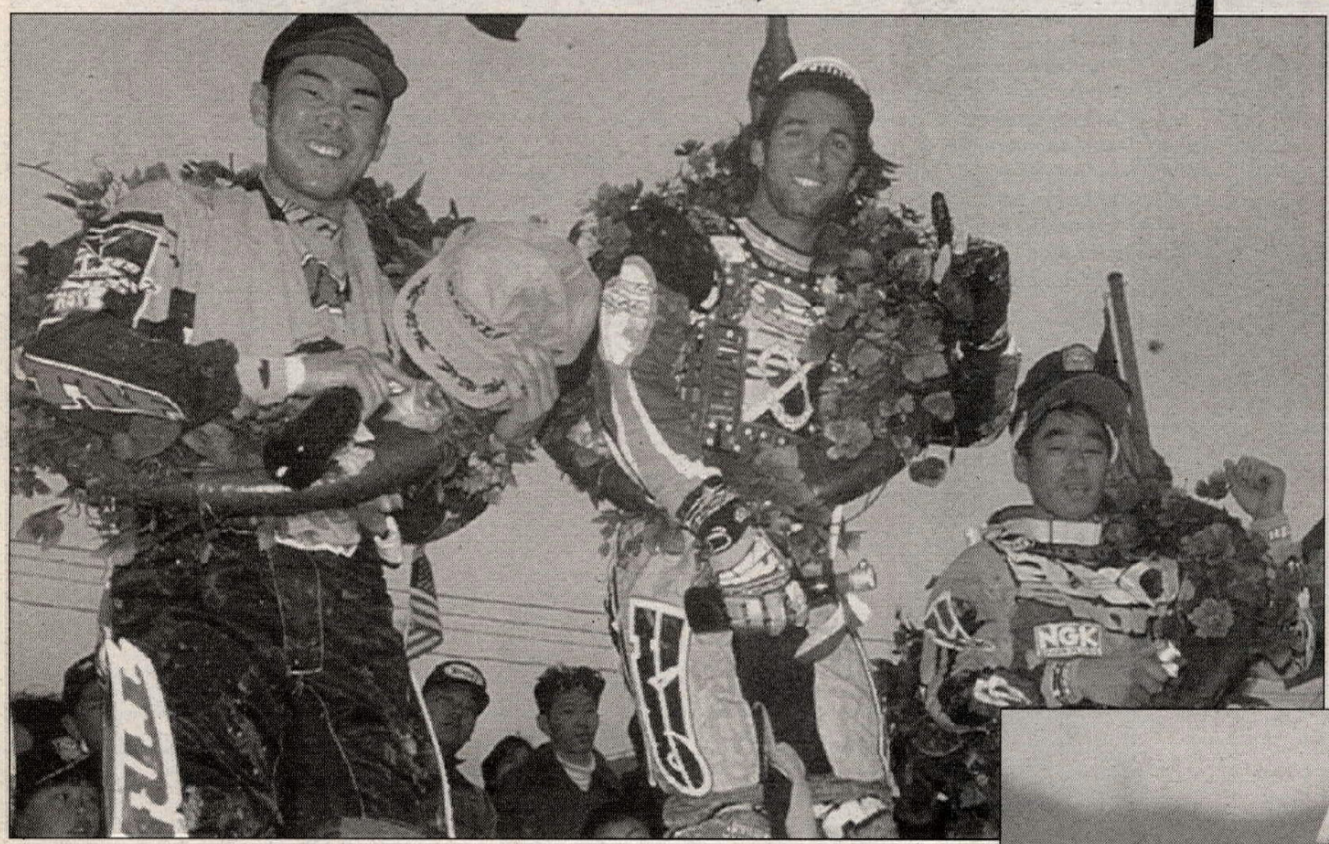
Kevin Hines enjoyed the fact that this enduro was more challenging than any previous events this season. However, it still wasn't quite difficult enough. "I can't wait until the Rhode Island Enduro," Hines said with a devilish gleam in his eye. One must wonder if he knows something the others don't.

After placing second at the first round of the series in California, **Patrick Garrahan** and brother **Brian** showed up in Lubbock to "throw a little Texas dirt around." Luck didn't go their way this time, however. Patrick ended up ninth in the 250cc A class, while Brian was 16th in the same class.

MOTOCROSS
All Japan Motocross Championship

Round 1: Tajimi Community Land

Matiasevich sweeps



(Left) Jeff Matiasevich (center) started his defense of his All Japan Motocross title off on the right foot by winning both motos on his factory Kawasaki.
(Above) The Kawasaki Matiasevich rode to victory is reported to have an all-new motor.
(Below left) Ron Tichenor (4) was expected to give Matiasevich a race, but crashes kept the factory Suzuki rider out of the hunt. He finished fourth overall.

(Above) Takamasa Takagi rode this ultra-trick RC Honda to second overall.
(Below) Matiasevich (1) gets the jump at the start of the second moto.

By Shintaro Urashima

TAJIMI, JAPAN, MAR. 31

Defending All Japan Motocross Champion Jeff Matiasevich dominated the opening round of the series by winning both motos. After heavy rain drenched the facility the previous day, Matiasevich handled the muddy track with ease. Matiasevich's main concern was former champ Ron Tichenor, but Tichenor would not be a factor on this day, as crashes in both motos relegated him to fourth overall.

In the first 30-minute-plus-two-lap moto, Ryuichiro Takahama, aboard a very trick, aluminum-framed RC Honda, took the early lead, but Matiasevich was right behind him. Close behind "Chicken" was another RC-mounted rider Takamasa Takagi, Yamaha's Tetsumi Mitsuyasu and Tichenor. Tichenor fell on the second lap and would never be a factor for Matiasevich.

It took Matiasevich seven revolutions before finally passing Takahama, and once into the lead, Matiasevich's place out in front was never challenged. Takahama would go on to finish second, followed by Takagi, and Mitsuyasu. Tichenor had to settle for sixth.

The second moto was even easier for Matiasevich who took over the lead on the second lap and ran away with his second win of the day. Tichenor started the race off in sixth but slammed into a downed Takahama on one of the RC Hondas. As a result of the altercation, Tichenor suffered a flat tire but still pulled out a fifth. Second in the moto went to Takagi, who landed second overall. Third overall with a 4-6 was the Yamaha rider Mitsuyasu, while Tichenor and Takahama rounded out the top five overall. CN

Tajimi Community Land
Tajimi, Japan
Results: March 31, 1996

O/A: 1. Jeff Matiasevich (Kaw); 2. Takamasa Takagi (Hon); 3. Tetsumi Mitsuyasu (Yam); 4. Ron Tichenor (Suz); 5. Ryuichiro Takahama (Hon); 6. Yusuke Sasaki (Hon).

RESULTS

Motocross
Hillbilly Raceway
Hatfield, KY
Mar. 17
By Dee Dee Williamson

50	
Jordan Oxley	LEM
Chris Duncan	KTM
60	
Adam Francis	Kaw
Chad Steele	Kaw
80	
Jaimie Hauner	Kaw
Shane Wilkerson	Hon
Brad Daughtery	Hon
125	
Brandon Cline	Hon
James Williamson	Yam
Mike Patrick	Yam
250	
Paul Lowe	Suz
Scott Ellis	Suz
30+	
Greg Williamson	Hon
Tim Steele	Hon
Fred Duncan	Suz
Dan Auton	Yam

Short Track
Lodi Cycle Bowl
Lodi, CA
Mar. 16
By Donna Hall

PRO-AM EX	
Mark Key	W-R
Rob Damron	W-R
Lonnie Pauley	Rtx
Justin Hermeskey	Rtx
Kevin Bricker	Hon
PRO-AM NOV	
Zane Amaro	Rtx
Justin Hermesky	Rtx
Larry Andres	Rtx
Geramy Rackley	W-R
Ron Reimer	Hon
250 NOV	
Scott Marcus	Hon
James Maher	Mai
Mike Ohls	Hon
250 JR	
Toby Jorgensen	Hon
Justin Olivera	Hon
Bob Marinelli	Yam
125 SCHBY A	
Tony Meiring	Hon
OPEN A	
Rob Damron	W-R
Billy Luker	Rtx
Michille DeSalvo	Rtx
Germany Rackley	W-R
Zane Amaro	Hon
OPEN B	
Eiske Tomita	Hon
Shawn Raggio	Rtx
John Pierce	Rtx
OPEN C	
Richard Arnold	Rtx
Richard Gillian	Yam
Mitsunori Takeuchi	Rtx
Troy Lane	Rtx
Paul Sanburn	Rtx
VET A	
Larry Andres	Rtx
Eric Weisler	Rtx
VET B	
Scott Avist	Yam
Rickey Crenona	Yam
John Peirce	Rtx
Mike Knight	Rtx
VET C	
Mark Amaro	Yam
James Mahar	Yam
VINT A	
Dana Perri	Hon
Larry Andres	Rtx
Chris Marquis	Hon
Jon Eichelbaugh	Yam
VINT B	
Steve Hall	Hon
Scott Avist	Yam
KNBBY	
Mike Webster	Yam
Pat Harlow	Hon
100 B	
Kenny Noyes	Hon
Chad Ross	on
80 A	
Micky Lane	Suz
Tony Meiring	Hon
Matt Gomez	Kaw
80 B	
Brandon Inderbitzen	
Danny Casey	Yam
Corey Eaton	Kaw
60 A	
Matt Gomez	Kaw
60 B	
Stewart Barber	Kaw
Corey Eaton	Kaw
60 C	
Frankie Laine	Kaw
Scott Meyer	Hon
P/W STK A/B	
Ryan Kuntz	KTM
Mike Rinaldi	KTM
P/W STK C	
Danny Randazzo	Yam
Matt Spencer	KTM
Nick Stedman	KTM
P/W MOD A	
Ryan Kuntz	Yam
Mike Rinaldi	KTM
P/W MOD B	
Matt Tuckett	KTM
Perrie Fisher	Yam
P/W MOD C	
R.J. Knight	Yam
Kyle Plunkett	Yam

Short Track
Lodi Cycle Bowl
Lodi, CA
Mar. 17
By Donna Hall

PRO-AM EX	
Lonnie Pauley	Rtx
Rob Damron	W-R
Don Hart	Rtx
Kevin Bricker	Hon
Billy Luker	Rtx
PRO-AM NOV	
Bob Casey	Rtx
Geramy Rackley	W-R
Larry Andres	Rtx
Levi German	Hon
Justin Hermesky	Rtx
OPEN A SPTSMN	
Rob Damron	W-R
Germany Rackley	W-R
Billy Luker	Rtx
Michelle DiSalvo	Rtx
Geramy Rackley	W-R
250 B-C	
Toby Jorgensen	Hon
Bob Marinelli	Yam
KNBBY	
Mike Webster	Yam
Andrew Boeham	Hon
OPEN B	
Eiske Tomita	Hon
OPEN C	
Mark Amaro	Yam
Paul Sanburn	Rtx
James Maher	Yam
VET A	
Bob Casey	Rtx
Bob McDonnell	H-D
Eric Weisler	Rtx
VET C	
Paul Sanburn	Rtx
Mark Amaro	Yam
Scott Taylor	Yam
VINT A	
Dana Perri	Hon
Jon Eichelbaugh	Yam
VINT B	
Steve Hall	
VINT C	
Billy Hiler	Yam
Mark Biscardi	Yam
SCHBY	
Tony Meirng	Hon
100 B	
Kenny Noyes	Hon
80 A	
Mickey Lane	Suz
Tony Meiring	Hon
80 B	
Brandon Inderbitzen	Hon
80 C	
Jared McWhirter	Hon
60 A	
Matt Gomez	Kaw
60 B	
Stewart Barber Jr.	Kaw
60 C	
Frankie Lane	Kaw
Scott Meyer	Hon
P/W STK A	
Ryan Kuntz	KTM
Michael Rinaldi	KTM
P/W MOD A	
Bradley Hiler	Yam
Michael Rinaldi	KTM

TT
Lodi Cycle Bowl
Lodi, CA
Mar. 17
By Donna Hall

250 C	
Bob Marinelli	
OPEN C	
Mark Biscardi	Yam
Jim Maher	Yam
VET A	
Bob McDonald	H-D
VINT B	
Mark Biscardi	Yam
Steve Hill	Hon
100 A	
Kenny Noyes	Hon
Jesse Vankol	Hon
80 A	
Tony Meiring	Hon
Matt Gomez	Kaw
60 B	
Stewart Barber Jr.	Kaw
Corey Eaton	Kaw
P/W STK	
Ryan Kuntz	KTM
Mike Rinaldi	KTM
Bradley Hiler	Yam
P/W MOD A	
Bradley Hiler	Yam
Ryan Kuntz	KTM

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

CHAPARRAL CYCLE

San Bernardino, Ca

SHAMROCKS 10TH ANNUAL GRAND PRIX

GLEN HELEN RACEWAY PARK SAN BERNARDINO CA

DISTRICT 37 AMA COMPETITION

4th Round of the District 37 Big Six GP Series

SUNLAND SHAMROCKS MOTORCYCLE CLUB

MAY 4 & 5, 1996

SATURDAY, MAY 4TH

Race #1	8:00 a.m.	Unclassified
Race #2	9:30 a.m.	0-175cc & Women
Race #3	11:15 a.m.	Kids Event
	12:00 p.m.	Lunch
Race #4	1:00 p.m	Senior/Magnum/Super Sr.
Race #5	3:00 p.m.	Team Challange

SUNDAY, MAY 5TH

Race #6	8:00 a.m.	Vintage, Classic, Dual-Sport & 4-stroke
Race #7	9:00 a.m.	250cc
Race #8	10:30 a.m.	Veterans
	12:00 p.m.	Lunch
Race #9	1:00 p.m.	500cc
Race #10	2:45 p.m.	Quads & Sidecars

Entry Information:
$25.00 Per Rider, Pre-Entry, (Closes April 30, 1996)
$35.00 Per Rider, Post-Entry,
Add $5.00 for Non-District 37 Members
Kids Event $10.00 (Parents must be present)
100% trophies, no points (beginners only 11 & under, AMA Req'd)

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Don't miss CHAPARRAL Amateur MX May 11th & the 125cc/250cc Glen Helen National May 12th

AMA Membership Required and may be purchased at event-
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Full Membership	***$20.00***
Each add'l Division	***$12.00***
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No 3-wheelers, No Quad rider's under 16 yrs. of age

Gate Fee:
$10.00 per day • 12 & under Free

1 Entry Form Per Race
Send Entries + 1 self-addressed Stamped Envelopes, copies of AMA & District Cards.

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SUN VALLEY, CA 91362

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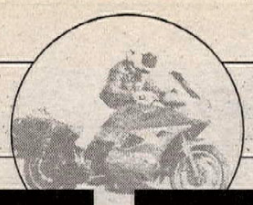


RIDING IMPRESSION | Triumph Adventurer

WALK, don't run

By Alan Cathcart • Photos by Kel Edge

Sir Winston Churchill once observed that Britain and America are two countries separated by the same language. But if he'd ridden a motorcycle, he'd have had a hard time making a similar assertion about the two nations' choice of bikes. Divergent tastes dictated by disparate lifestyles and road conditions always meant a Triumph was a very different kind of two-wheeled package than a Harley-Davidson - both in the '60s when the legendary British marque spearheaded America's discovery of more nimble, sporty bikes, and now, when after various trials and tribulations, both companies have the best of all possible problems: there's a waiting list for their products, while they strive to keep up with demand.

After the management buy-out that turned the American company around, Harley finally cracked the six-figure annual-production barrier for the first time, building evolved versions of the V-twin cruisers that made Milwaukee famous. And while Triumph, five years down the comeback trail under John Bloor's shrewd control, may only currently have 15 percent of H-D's production levels, they are nearing a time when they will be able to triple that, when their new factory comes on line in 18 months.

This is what makes the new three-cylinder Triumph Adventurer 900 such a significant bike. It is the first model from Bloor's born-again company to be aimed squarely at U.S. buyers - which basically means, at Harley-Davidson owners. For just as Harley has dipped a toe into the sports market with the Buell, Triumph is targeting Harley's megabucks cruiser market with the Adventurer.

In 1995, the year they returned to the American export market that they dominated during the 1960s, Triumph sold just 1600 bikes. It's a good start, but only a drop in the ocean compared to the British company's plans for the future. The fact that the Thunderbird retro-cruiser headed their U.S. sales charts (more than double the units sold as the next most popular model) underlines the company's strategy. It also explains why the Adventurer is the company's first new model specifically tailored to American tastes and second up out of the five different variations on the T-Bird theme that Triumph plans to have in production by 2000.

While the performance end of their range, highlighted by the 147-horsepower Daytona 1200, has a valid but more limited appeal to American buyers, mellowed-out cruisers like the T-Bird and Adventurer, fitted with detuned versions of Triumph's trademark triple, are destined to have a much wider trans-Atlantic pull for the simple reason that they represent motorcycling the American Way, even in the post-Double Nickel (55 mph) era. Two countries separated by different tastes in motorcycles - but hey, they sell lots of Harleys in Britain, don't they?

As a Triumph tailor-made for America, it made sense to try out the Adventurer in U.S. street conditions, even if Triumph will be marketing the model in their 35 other markets, too. The chance to spend a day during Cycle Week '96 with the first preproduction version to hit the streets, cruising the Florida highways north of Daytona Beach in chilly weather more suited to the bike's homeland, underlined the Adventurer's appeal.

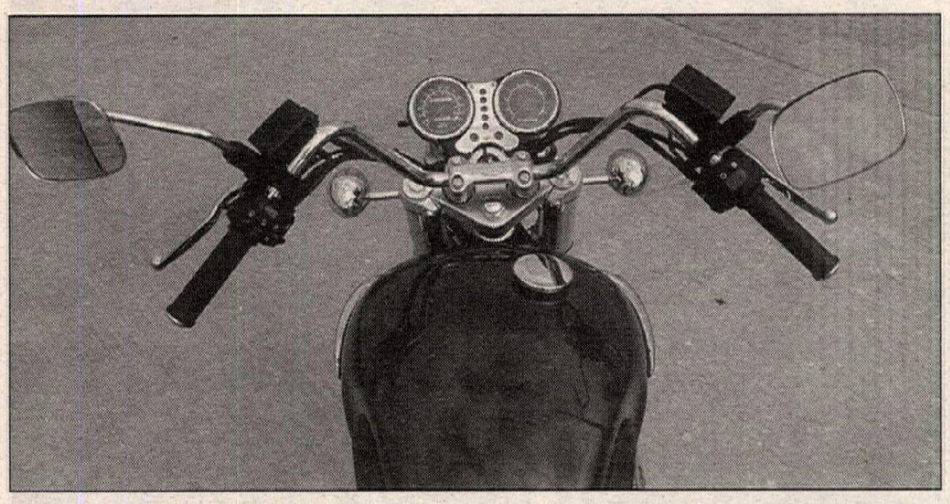
This is as relaxing a ride as you can find in the marketplace today, the ideal country road cruiser for those who aim just to go with the flow and chill out aboard a motorcycle, watching the world go by without "Hogging" the highway.

Essentially, the Adventurer is a bike for vacations and holidays, when the sun shines and all's right with the world. If you plan to eat lots of miles in all kinds of weather, and still want to do it on a Triumph triple, pick a Sprint or a Trophy, with bodywork to go. But if your chosen two-wheeled adventure consists of cruising the canyons or boulevarding the bayous, this bike's for you. Well - either this or the Thunderbird, that is, depending on how far back down the nostalgia superhighway you want to travel in terms of retro styling.

(Above) Substantial cosmetic alterations were made to the Thunderbird to make the Adventurer, the most notable being the rear fender, different exhaust pipes and high, pulled-back bars.

Dynamically, the two bikes are all but identical, but while the T-Bird is a conscious '90s update of the fab '50s with debts paid to Marlon Brando and "Wild One," the Adventurer moves on down memory lane to the swingin' '60s and the Beatles era. Does this explain why it was apparently John Bloor's original intention to debut the Thunderbird range with this bike, until he was talked out of it by his marketing men in favor of the more overtly neoclassic bike T-Bird?

No matter. If Bloor still has his collection of Beatles vinyl up in the loft, wrapped in his Afghan coat and Steve McQueen posters, let it remain a secret, even if it did inspire the Adventurer's advent. But the fact is that John Mocker's team of Triumph stylists have again scored a palpable hit, just as they did with the T-Bird. Check out the ducktail rear fender, the megaphone exhausts,



(Left) Though the seat height is the same as on the T-bird, it feels lower because of the high bars.
(Right) The passenger seat and exhausts pictured are accessories. A too-stiff rear shock diminishes ride quality.
(Below) While traveling at a cruising pace is definitely the Adventurer's strong suit, it's still a willing accomplice when the going gets twisty.

the rubber kneepads and redesigned tank badge that could have jumped out of any mid-'60s cafe-racer catalogue. The image is made complete with the pair of color schemes the Adventurer comes in, themselves lifted straight from Triumph's own 1960s brochure - either the test bike's violet/ivory livery, or the optional gold/ivory paint job. All our yesterdays - but with '90s mechanicals. The best of both worlds.

The two bikes share the same mechanical specification, which means the 885cc three-cylinder engine is geared to U.S. market demands, with lower 10:1 compression, and altered cam profiles and ignition timing compared to the sportier Triumph triples. These changes result in a drop in power to 70 bhp at 8000 rpm - 15 bhp less than even the Tiger 900 trail bike. But the payoff comes in the mile-wide power delivery, with peak torque of 54 lbs.-ft. delivered at just 4800 rpm, compared to the Trophy/Sprint output of 61 lbs.-ft. at 6500 rpm. On the Adventurer, life's a cruise.

Chassis specification is likewise cloned from the Thunderbird long-wheelbase package - 61 inches compared to 58.6 on other Triumph models. Triumph's trademark backbone frame is used, but the machine is suspended at the rear by an extended alloy swingarm using eccentric chain adjusters, while at the front, longer, kicked-out forks are set at a 27-degree head angle. The 43mm Kayabas are equipped with triple-rate springs that deliver a supple ride and soak up road shock without diving unduly under the adequate (for a cruiser) stopping power of the single 320mm Nissin front disc and its two-piston caliper.

Stamping on the meaty 285mm rear disc produces emergency braking that an airbrake-equipped Kenworth truck would be proud off, albeit with the same kind of jackknife effect on the rear wheel if you try a panic stop leaned over. Good for your half-mile dirt track technique, though.

The Avon tires fitted as standard to the 18-inch front and 16-inch rear wire wheels (the Thunderbird has Michelins as stock) give adequate grip when you hustle through turns, and don't edge as much when you crank the bike over as some other big-footprint, flat-profile tires developed for the cruiser market. However, the main objection to the T-Bird chassis package remains, which is that the single rear Kayaba shock is much too stiffly sprung and lacks the progressive response you expect from a monoshock rear end, presumably on purpose so as to deliver a hard-tail ride worthy of a Milwaukee motorcycle.

Discomfort masquerading as character may be part of life's rich passion when you ride a Harley, but Triumph has already shown they can do a whole lot better than this on their other models, and the Adventurer's hard-assed hindquarters are just as much of a disappointment on the American roads that the bike was designed for as they are back home in Blighty. The fact that the rear shock is completely non-adjustable, except for preload and then only in the workshop, prevents your doing anything about this.

With a shared mechanical spec, the difference between the Adventurer and the T-Bird comes down to the look and the feel. Climb aboard and the difference is immediately apparent. Though they have the same lower 29.5-inch seat height (other Triumph roadsters are an inch taller), that's where the similarity ends. The Adventurer's single seat (dual is an option) feels more low-slung than the T-Bird's combo pad, presumably thanks to the effect of the much higher pulled-back handlebars. And the smooth rubber grips can only have been found in a Harley parts bin. The result of all this is an incredibly comfortable, relaxed riding position at the sort of speeds this motorcycle will be bought to be ridden at.

Refugees from racer road may scoff at the high, wide and handsome stance of a cruiser like this, but the fact is that at anything up to 70 mph it provides effortless and relaxing riding that is more real-world than a GP-derived crouch. Above that speed you have to hang on tight, though, and the Adventurer's 115-mph top speed is strictly theoretical - by then you'd either have been blown off the back, or else developed rigor mortis in your forearms trying to hold on.

But at the 50- to 70-mph cruising speeds the Adventurer was designed for, it works really well, aided by the smooth-but-lusty shove from the low-tune three-cylinder motor, with its gear-driven balance shaft that smooths away enough of the vibes to make it relaxing, while retaining just enough to deliver character.

This is an engine so flexible it'll pull without a stumble from as low as 22 mph in top gear - that's just 1400 rpm. This makes it a forgiving, easy bike to ride in traffic or to cruise through the Florida backwaters on - well, alongside them, anyhow. If you really insist, you can max out acceleration by revving the powerplant to the 8750-rpm rev limiter, but though you'll get lots of punch if you do, quite frankly it seems at odds with the nature of the motorcycle to make it do this. Walk, don't run...

Indeed, it's better to ride the ultraflat torque curve and go with the flow, stirring through the smooth-shifting five-speed gearbox (really just a standard Triumph six-speeder with top gear left off, like on the T-Bird and the old Speed Triple) to maintain momentum until you hit top gear and can set the cruise control. Well, only a mental one on the stock bike - but certainly that's an option many Adventurer owners will go for. Maybe its an idea for Triumph's expanding aftermarket catalogue, which already includes several options which were fitted to the preproduction bike I rode in Florida. These included not only the dual seat pad and the color-coded "toolbox" sidecovers, but also the range of chrome goodies - chainguard, chassis plates, clutch/brake levers, gear/brake pedals, the rear-brake master-cylinder mounting plate and the radiator side-panels. Also available but not fitted are a passenger back pad, luggage rack, chrome tubes for the radiator hoses and a windscreen, as well as luggage and other extras from Triumph's main catalogue, all of which allow the owner to personalize the motorcycle as much or as little as he chooses.

The chrome cam covers and engine sidecovers are, however, included in the basic Adventurer styling package, as well as the chromed megaphone silencers. The pipes are available in two guises, quiet and, uh, less quiet. My test bike had the louder ones fitted, so it wasn't surprising I caught myself changing gear and blipping the throttle needlessly, just to hear that glorious engine note sing out. Face it: No other bike engine sounds as good as a triple, a benefit which Laverda and Triumph owners surely cannot be allowed to continue to hog indefinitely - can they? I mean, at the point that the Big Four start to go the Euro-route by developing 90-degree V-twin sportbikes, as is happening right now for '97 launch, what's to stop them from making a three-cylinder motorcycle?

Until that happens, Triumph's expanding range of triples continues to deliver two-wheeled individuality, leavened in the case of the Thunderbird family of bikes with a look back over their corporate shoulder to all Triumph's yesterdays. Only, don't worry if the T-Bird's '50s and Adventurer's '60s retro-slots aren't your chosen decades. I'm sure if you wait until this time next year, John Bloor will have gotten his men to produce the '70s version of the T-Bird family, presumably complete with cafe-style half-fairing and fast-back styling! Back to the future... CN

TRIUMPH ADVENTURER

Specifications

Engine	Liquid-cooled, DOHC, in-line three-cylinder
Bore x stroke	76 x 65mm
Displacement	885cc
Compression ratio	10.0:1
Carburetion	(3) 36mm flat-slide Mikuni
Ignition	Digital inductive
Transmission	Five-speed, gear primary drive
Clutch	Multiplate wet
Frame	Single backbone steel
Suspension	
Front	43mm Kayaba with triple-rate springs, 5.9-in. travel
Rear	Single Kayaba, preload adjustable, 4.3-in. travel
Brakes	
Front	Single 320mm disc
Rear	Single 285mm disc
Rake/trail	27°/105mm
Wheelbase	61.0 in.
Seat height	29.5 in.
Fuel capacity	4.0 gal.
Dry weight	482 lbs.
List price	$10,995

(Left) The 200 riders at the Honda Dual Sport Ride for Kids were treated to challenging and scenic trails through the San Bernardino mountains. The ride raised $22,000 for the fight against pediatric brain tumors.
(Above) Rick Humphreys rode his Husqvarna to victory in the 250cc Expert class and second overall in the 250cc Masters class during the Vintage Iron Evolution of Motocross round at Swan MX.

Honda Dual Sport Ride for Kids

Dual purpose

By Tom Van Beveren

SAN BERNARDINO, CA, MAR. 17

Dual sporters got the 1996 fight against childhood brain tumors off to a flying start with a 100-mile, $22,000 through the San Bernardino Mountains.

Just over 200 riders turned out for the Honda Dual Sport Ride for Kids, which marked the beginning of this year's 15-round series of street and dual sport rides aimed at raising money for research into pediatric brain tumors - the most deadly form of childhood cancer. Since it was founded in 1984, the two-wheeled series, now backed by American Honda, has contributed almost $3 million to the research effort.

The dual sporters gathered at Glen Helen Raceway around 8 a.m. to enjoy a free pancake and sausage breakfast hosted by the Girl Scouts and to meet celebrities like Smokey Bear who had turned out to do their bit for the kids. Ride for Kids founder Mike Traynor introduced some of the children who benefit from the donations and thanked the riders for their fund-raising efforts, which almost doubled what the ride brought in last year.

"Those of us who rode in it last year challenged each other to double the amount of money that we raised last year, which was approximately $13,000, and we were quite successful," said Don Amador, a commissioner with the OHMVR, who was riding an XR650L borrowed from American Honda. "The challenge is to double it against next year. If we do that every year we'll have a significant impact on beating this disease."

The biggest donation of the day came from Larry Langley, who handed over $2,640.

"I can't really say I did it. The Orange County Dualies did it," said Langley. "We had a garage sale yesterday over at Fineline Suspension. We got a lot of industry support and we sold a whole lot of stuff. I got some individual contributions too, but that was the bulk of it."

When the speeches were over, it was time to ride. The course, laid out by Honda's OHV Resource Coordinator Paul Slavik, earned raves from experienced riders who had been expecting the mild terrain that Ride for Kids dual sport events have become known for.

Dual sport trails took the riders out through the Cajon Pass, through the mountains and then down challenging single-file, roller-coaster trails to the high desert near Hesperia. The ride was a voyage of discovery all the way.

"I found trails within two miles of my house that I didn't know about today - really good, hard, challenging sections," said Larry "Robotank" Woodruff, who lives near the Cajon Pass.

Some of the less adventurous riders, and those on more street-oriented bikes, took optional sections that ran them around the trickiest terrain.

"I didn't go on the hard middle loop. I was in intensive care three weeks ago and I'm not all that strong at the moment," said Jim Bollingmo, whose agility in the tight spots was hampered by a 1995 BMW R100GS. "A lot of people say they feel sorry for guys riding these big bikes but, for me, it's a gas to ride a big bike - it's powerful, it's strong and it's a challenge. I just had a wonderful time."

When the mountains were over, it was time to head back to Glen Helen via an exciting run down the Cleghorn Trail.

"Coming down the hills in that loose, rocky shale stuff wasn't fun," said four-time National Motocross Champion Gary Jones. "Especially two-up, because you have to rely so much on your front wheel, and it came at the end when everybody was tired. Some of the riders might have had trouble with that." Jones set an impressive pace on a Suzuki with wife Renee perched in front of him. "We support this because it's a great cause, but it's also fun - real fun. We went on all the hard ways and we missed the course a couple of times, so we went some places that nobody else did."

Susan Langley saw the course from the back of husband Larry's bike.

"I didn't really have very much of a seat, but they rigged up a Travelcade gel seat pad and that worked pretty well. I don't even feel sore," she reported. "I didn't realize how much I missed dual sport riding. It's been two years since I did one of these."

Mark Truitt completed a successful ride on his Yamaha ITW200 and claimed victory in the Smallest Bike category.

"This is about the fourth dual sport ride I've been on, and it's the first time I haven't got lost," said Truitt. "I liked the way they let you chicken out in some of the hard parts, too."

When the riders reached the finish, the fun still wasn't over. Each of them got to pick a ticket that won them everything from a T-shirt to a brand-new AGV helmet.

Honda's Paul Slavik declared the event a roaring success.

"We raised $10,000 more than we did last year, we had more riders and I think the ball's rolling on this thing being a really major charity event for the off-road community in Southern California," said Slavik. "And everybody I talked to said they liked it. It was a great day." CN

Vintage Iron Evolution of Motocross: Round 2

Perfection evolves at Swan MX

By Helen Wheales
Photos by Cynthia Clark

TYLER, TX, MAR. 23

The second stop on the Vintage Iron Evolution of Motocross tour was the Swan Motocross complex where no fewer than five riders earned perfect 1-1 scores for the day and a bountiful harvest of series points.

The racing in round two proved to be every bit as intense as the season-opener in Florida. Texas throttle twisters enjoyed a distinct advantage however as their vintage events have long included Evolution-style machinery. So it was no surprise to those on hand that Rick Humphreys, Mike Tilotta and Lawrence Lucia led the charge to turn one. Tilotta, aboard a '78 Husky 250, established himself as the early pacesetter while Humphreys was doing a fine job of double duty on his '74 Husky, riding it in both the Evolution and Vintage classes with considerable success. The relatively mild contours of the track design did not favor the longer-travel bikes, so the racing remained a test of the riders right wrist more than the machine itself. Consequently the competition was anything but boring.

While the Masters group began to pull away from the Sportsman pack, Cris Barton and his '80 Honda CR250 were having things their own way over

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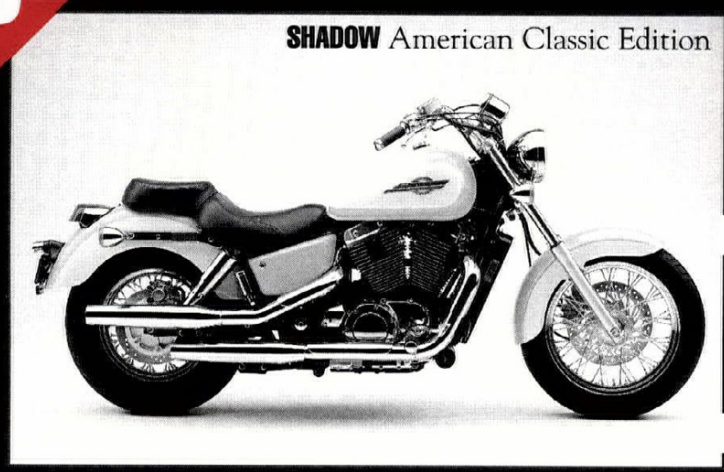

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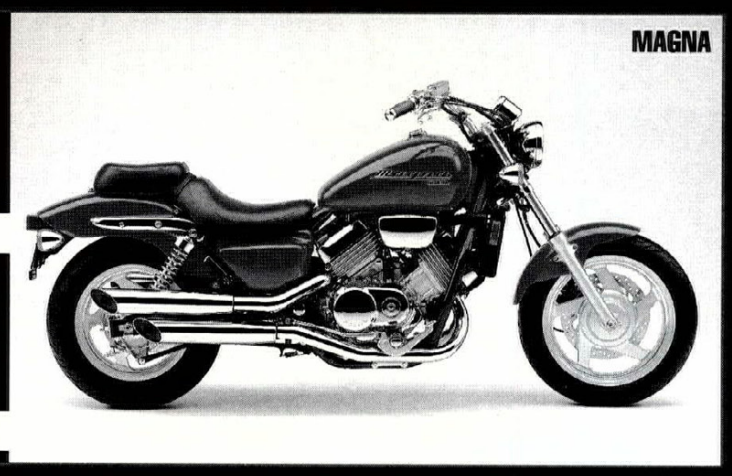

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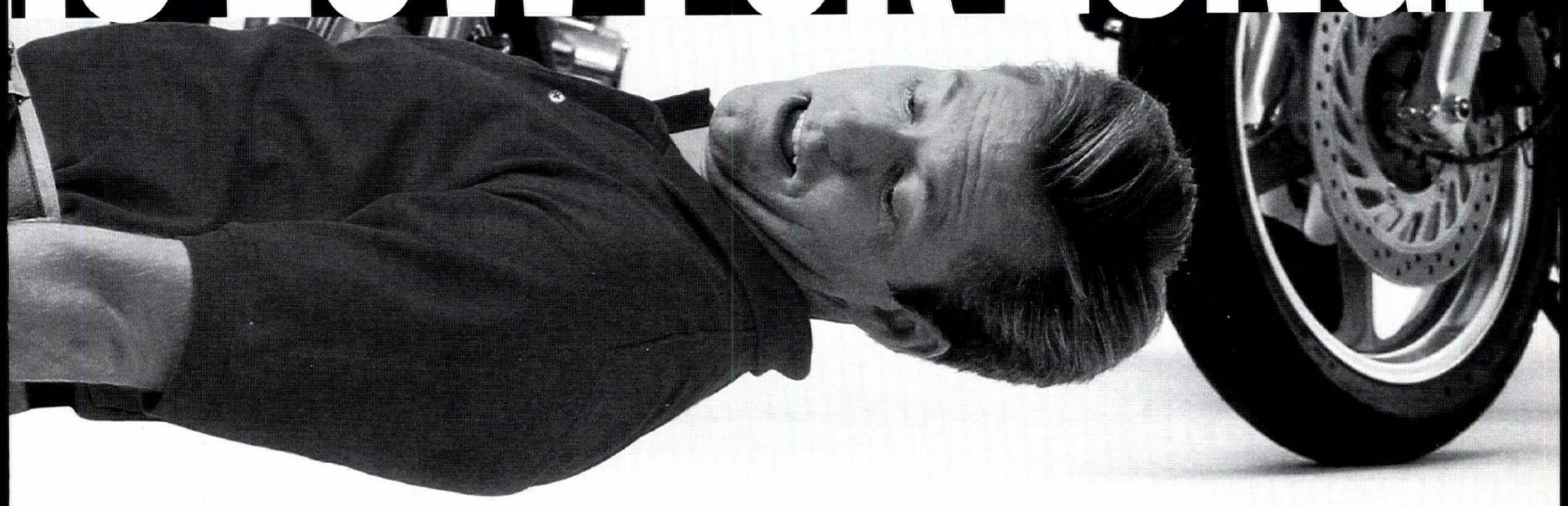

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L.A. Motorcycle Weekend Returns to Fairplex

The best two-wheel motorsports event ever seen in the west roars back into Southern California. The L.A. MOTORCYCLE WEEKEND, returns to the Fairplex in Pomona, CA, April 19-21. Featuring the L.A. Superbike Championship and the Pomona 1/2 Mile it is much more than just a race–it's an entire fun-filled weekend of motorcycle excitement. Now in its third year, L.A. MOTORCYCLE WEEKEND has grown to meet the demands of Southern California's two-wheel fans. Featuring more action, new sponsors, new displays, seminars, fashion shows, a bigger and better Manufacturers' Midway, games, raffles, prizes and more, L.A. MOTORCYCLE WEEKEND has it all — it is the best in the west for action and value!

During the daytime, Saturday and Sunday, there will be six separate races on the pavement; 250cc Grand Prix, 600cc and 750cc Supersport, Harley-Davidson SuperTwins, SuperTeams with the Camel Superbike Fairplex 100 presented by Cycle World Magazine as the finale. Saturday evening at 7:00 PM fans will have another treat in store when they witness the daring skills of the Grand National dirt track riders as they take on the 1/2 mile dirt track. Be there to experience some of the best racing in all of motorsports.

Lots of changes have taken place since last year's races at Pomona. New teams, new colors, the latest and best in machinery...L.A. MOTORCYCLE WEEKEND will be the first chance for California fans to get a close-up look at the best of the 1996 season.

For the first time since 1992, the reigning Superbike champion is back to defend his title. It has been a long time since any single rider has dominated American pavement racing as totally as Miguel DuHamel, the 1995 Superbike Champion. He also laid claim to the 1995 600cc SuperSport crown. Mounted aboard his Smokin' Joe's Honda, this twenty-seven year old hotshoe racked up six consecutive Superbike wins and took nine 600cc victories on his way to earning both titles. Continuing to prove that he's the dominant force in AMA professional road racing, Duhamel took the win in both classes at Daytona — the 1996 season opener.

The son of Superbike racing legend Yvon DuHamel, Miguel has been involved in racing since he was 8 years old and has competed around the world, in almost every class and on almost every brand of motorcycle. "I've never defended a title with the Number One Plate before," admitted Miguel. "This year, I'll be defending two. I'll just take it as any other year and do the best I can. Winning Daytona was really great, now I want to add the L.A. Superbike Championship! It's a tough win, but one to be proud of. The track is tight and twisty and that makes it physically demanding...for both the rider and the bike."

AMA Superbike racing returns to the Fairplex in Pomona, CA April 19-21 as the centerpiece of The L.A. Motorcycle Weekend.

Even with all of his superb skills, Miguel will still have to contend with a full field of riders...all with the same intention... to win the L.A. SUPERBIKE CHAMPIONSHIP.

Boasting teams from Vance & Hines Yamaha, Fast-by-Ferracci Ducati, Yoshimura Suzuki, Muzzy Kawasaki, Harley -Davidson, Smokin' Joe's Honda, plus top privateers, the star-studded Superbike entry list is filled with the top names in American racing; Jamie James, Tom Kipp, Doug Chandler, Steve Crevier, Chris Carr, Thomas Wilson, Shawn Higbee, Larry Pegram, Pascal Picotte, Aaron Yates, Mat Mladin, Mike Smith and many more.

POMONA HALF MILE

Leading the charge to victory on the dirt will be six-time AMA Grand National Dirt Track Champion, Scott Parker. Having won more championships and more career victories than any other dirt track competitor, this year Parker will be trying to break the record number of wins in a season - 12, set by Ricky Graham in 1993 - and the record six consecutive wins set by Graham that same year. Graham has other ideas. He is back with a vengeance, placing 6th at the season opener in Daytona despite racing with a broken arm.

Since Pomona opened in 1991, Parker has amassed 5 wins, Ricky Graham, Kevin Atherton, Chris Carr, Will Davis and Jay Springsteen have each taken one. Who it will be this time is anyone's guess. Regardless, the action will be fast and furious.

Two other treats for half-mile fans will be the 883 Grand National class and the 750cc Vintage race. Witness the very first Pomona Vintage Dirt Track race and check out the wonderful machines of yesteryear. Watch the legendary Eddie Mulder (Number 12) and other greats from the past show their skills at the fast paced Pomona 1/2 Mile.

Adding sparkle to Saturday night's festivities will be a dazzling display of fireworks. Presented by PyroSpectaculars, the sky above will light up during intermission with an awesome show of brilliance. Cycle World Magazine will announce the winner of the Bud Bike III, an Arlen Ness custom cruiser which will be on display at the Fairplex grandstand.

Two-wheel racing isn't the only thing to see at this year's L.A. MOTORCYCLE WEEKEND. On Saturday and Sunday, four wheels will take to the track when Race West Productions presents the formula Swift Super Cup. Reminiscent of years gone by when the Fairplex was the site of numerours sports car races, this new event will showcase "spec" super-karts. Hitting top speeds of over 130 mph, these 250cc Formula Swift 6-speed karts go from 0 to 60 in just under four seconds. One of the most exciting forms of motorsports, the Formula Swift racers will add a new dimension to this already spectacular weekend.

AND THERE IS MORE....Off-track action will abound at this year's L.A. MOTORCYCLE WEEKEND. There will be lots to see and do for the entire family.

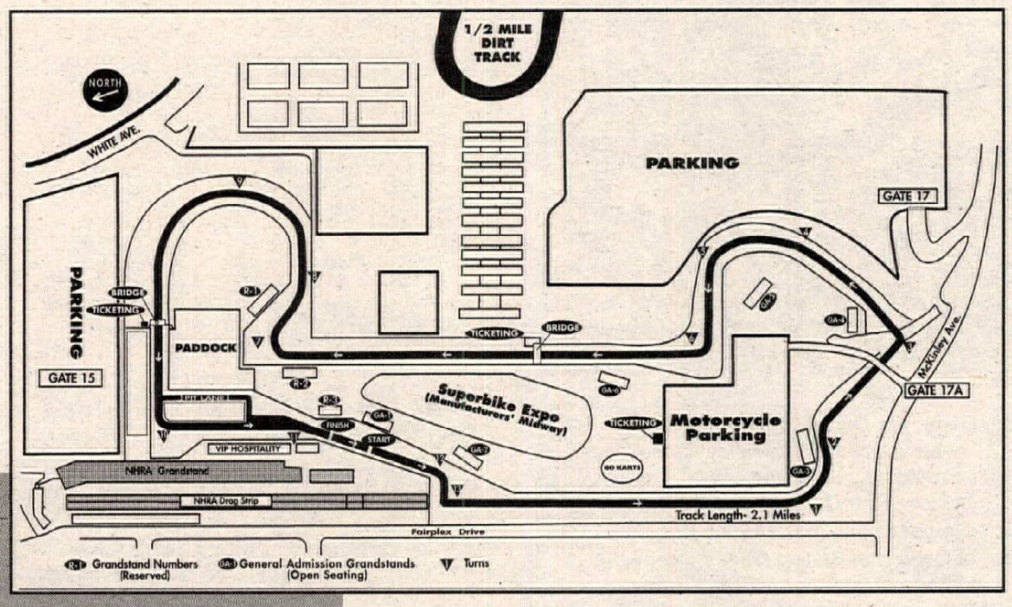
The Manufacturer's Midway will be bigger than ever before. Featuring a myriad of products and aftermarket accessories, fans will also be able to try their luck at Micro Reality Stock Car Racing. You can get behind the wheel of these radio-controlled circle track cars for an exciting ride. On Saturday and Sunday morning from 10AM to 1PM, you can attend a series of seminars presented by the editors of Sport Rider and Motorcyclist Magazine. Covering topics such as Motorcycle Maintenance, Hi-Performance Street Riding, Tires, Suspension Setups and more, these popular seminars will answer all your questions. Each afternoon, in the same tent, Harley-Davidson MotorClothes will present two fashion shows. Previewing their all new '96 summer collection, from leather riding jackets to men and women's swimwear, this new clothing line is bound to get your attention.

For those fans who would like to take a lap around the track, L.A. MOTORCYCLE WEEKEND offers "A Lap of Pomona." Take your own bike around the race circuit either Saturday or Sunday. Get a feel for what the pros have to do to win. See the whole track from a competitor's point of view. You can get a free ride voucher with your advance ticket order or purchase one at the track for $5.00. It will be a lap you will never forget.

L.A. MOTORCYCLE WEEKEND at the Fairplex is definitely the place to be April 19-21. Extremely accessible, the Fairplex is an easy drive from anywhere in the L.A. Metro area and just over an hour from San Diego.

Being able to watch both road racing and dirt track on the same weekend, paddock access, great seating, a gigantic Manufacturer's midway, superb racing action and all the other new exciting activities, all combine to make this year's L.A. MOTORCYCLE WEEKEND the Best in the West.

Don't miss this awesome doubleheader. Stop by your local participating motorcycle dealership and buy your tickets today or order them by mail from Race West Productions at 1-800-364-6060 (California only) or 714/632-7070.



SCHEDULE OF EVENTS

Friday - April 19th

8:30am - 11:00am	Practice
11:10am - 12:10pm	Superbike Practice
1:10pm - 3:40pm	Second Practice
3:50pm - 4:50pm	Superbike Qualifying

Saturday - April 20th

8:00am - 10:00am	Practice
10:10am - 11:00am	Superbike Practice
11:10am - 12:00pm	Pro Honda Oils 600 Supersport Qualifying
1:00pm - 1:50pm	Teamline 750 SuperSport Qualifying
2:00pm - 2:20pm	Progressive Insurance H-D SuperTwins Qualifying
2:30pm - 3:20pm	Superbike Qualifying
3:30pm	FINAL EVENTS in the following order Teamline 750 SuperSport (60k-18 laps) 250 Grand Prix Heat Race #1 (5 laps) 250 Grand Prix Heat Race #2 (5 laps) Performance Machine SuperTeams (60 minutes)
7:00pm - 10:00pm	Pomona Half Mile

Sunday - April 21st

10:00am - 11:00am	Practice
11:10am	Pro Honda Oils 600 SuperSport Final (60k - 18 laps)
1:00pm	FINAL EVENTS in the following order Progressive Insurance H-D Supertwins (25 miles - 12 laps) Camel SuperBike Fairplex 100 Presented by Cycle World (100k - 30 laps) 250cc Grand Prix (60k - 18 laps)

SPECIAL FEATURES

- **MANUFACTURERS' MIDWAY**
  Get a close up look at the latest and best motorcycle products and accessories on the market.
- **SPECIAL MOTORCYCLE PARKING**
- **SEMINARS**
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- **FASHION SHOW**
  See the latest fashions when Harley-Davidson MotorClothes presents their spring collection.
- **RIDER AUTOGRAPH SESSION**
  Meet your favorite rider in person and get your own signed poster or photograph.
- **RIDE AROUND THE TRACK**
  Take your own bike for a lap on the Pomona race track, Saturday or Sunday.
- **VINTAGE DISPLAY**
  Check out these historic machines and meet some of the past's greatest riders.
- **GO KARTS**
  250cc Swift Cup Races (Saturday & Sunday)
- **TRIALS**
  ATA Trials Exhibition (Saturday & Sunday)

(Top) Ron Daniel topped the 125cc Amateurs at the Dry Valley Cross County near Montague, Texas.
(Above) Matt Carpenter and John Butler swapped wins in the 125cc Beginner class of California Racing Club's Sunday Motocross at Los Angeles County Raceway.

the hard-charging Lucia. Further back, Rick Yelkin and Skip Miller waged their own friendly civil war for the final podium position. The pair diced and sliced their way through the 20-minute moto with Miller edging Yelkin out at the flag. Tilotta and Barton came home as the first-moto winners in the Masters and Sportsman classes, respectively.

The combined 500cc Masters class had an interesting twist this go-around as series points leader Greg Carter was astride a Yamaha 400 and Rick Doughty was fielding a Maico. It seems Carter's Maico expired in practice after emitting expensive noises from the bowels of the motor, so Doughty offered up his YZ400 as a fill-in. Carter's manners were nearly called into question when he almost performed the unthinkable task of getting the holeshot over his benefactor when the gate fell. But as luck and mighty Maico horsepower would have it, Doughty was able to squeeze Carter out as they entered to bowl-shaped turn one. Both Vintage Iron/Thor/Works Performance-sponsored riders showed little sign of unfamiliarity with the machines they were aboard and quickly pulled clear of the field.

Carter reeled in Doughty several times under braking but could not make a pass stick; in the rough it was apparent that soft suspension was hindering his efforts. The moto ended as it started with Doughty (500cc Master), Lee Clark (500cc Sportsman) and James Taylor (125cc Sportsman) in the number-one positions.

The stage was set for a repeat performance in both the 250cc divisions, but when the pack dispensed with the traditional turn-one bar banging, Mike Tilotta sat alone on the side of the track, trying in vain to restart his now-silent Husqvarna. It was well over a minute before he could coax the Swedish iron back to life and chase after the long-gone crowd.

At the helm were Master-class heir apparent Rick Humphreys and Sportsman leader Cris Barton. Lucia experienced a rare mechanical problem that sidelined his efforts early on, but Terry Gerber who was unlucky in moto one was making the best of the situation in the runner-up spot. The Yelkin/Miller saga continued with the two well-paired rivals engaged in a game of mechanical chess. This time it was Yelkin's turn to checkmate Miller's attempts with his Maico 250 and post a third overall finish for the day.

Engrossed in the action near the front, no one paid much attention to the steady march of Tilotta. No one, including race leader Rick Humphreys, who had established a "30-something" second lead with only three laps remaining. What was by all accounts an insurmountable lead started to melt faster than spring snow in Death Valley. Tilotta had the wick turned up for the closing laps and sprinted by a casual-paced Humphreys with a half a lap to go. At the checkers it was Tilotta and Barton going 1-1 on the day.

Moto two of the 500/125cc races was a carbon copy of the first with Doughty getting the jump on the field and Carter glued to his rear fender. The pace was noticeably quicker among the Masterclass leaders as they both settled into their character of their borrowed machines. Carter made several inside/outside moves on Doughty with little but a grin of frustration and a sandy roost to show for his efforts. James Taylor and Lee Clark repeated their first-moto successes and ended the day with perfect scores and big smiles.CN

Results

Evolution
500 MSTR: 1. Rick Doughty (Mai); 2. Greg Carter (Yam).
500 SPTMSN: 1. Lee Clark (CZ).
250 MSTR: 1. Mike Tilotta (Hus); 2. Rick Humphreys (Hus).
125 SPTSMN: 1. James Taylor (Hon).
Vintage
125 NOV: 1. Jeff Clark (Yam); 2. J. Carin (Hon).
125 INT: 1. B. Guilbeau (Hon).
250 NOV: 1. C. Keeler (Bul); 2. P. Grundy (Mon); 3. J. Gerber (Kaw).
250 EX: 1. Rick Humphreys (Hus).
500 INT: 1. Kevin McGee (Hus).
30+ NOV: 1. C. Keller (Bul); 2. J. Clark (Yam).
30+ INT: 1. M. Lagaza (CZ); 2. K. McGee (Hus); 3. M. Patterson (Yam).
30+ EX: 1. Rick Humphreys (Hus); 2. Mike Tilotta (Hus).
40+ EX: 1. P. Grundy (Mon); 2. G. White (Hon).
40+ INT: 1. L. Lucia (CZ); 2. L. Clark (CZ); 3. J. Taylor (Hon).
50+ INT: 1. B. Guilbeau (Bul).
WMN: 1. T. Gerber (Kaw).

Hess On fire at Dry Valley Cross Country

By Darryl Smith

MONTAGUE, TX, MAR. 10, 1996
A statewide ban on fires was in effect because of abnormally dry weather, but that didn't stop AA Expert Eric Hess from smoking the competition at round two of the Texas Cross Country Series.

After a mediocre start, a stalled engine halfway into lap one left Hess in dead last. The dust did not seem to bother him as he worked through the pack, and he managed to break into the top five before the end of the first 10-mile loop. Hess motored by Tom Ehmke, Tracy Anders and David Culpepper on lap two to take control of second place, and was on leader Gary Benton's rear fender shortly after getting the white flag. Benton heard the Husky coming and pulled over for him because he didn't think there were any four-strokes in his class. Benton noticed the error and quickly repassed Hess, then relaxed a little through the woods allowing Hess to stay on his rear wheel. Hess made the decisive pass when Benton encountered some lappers in a wide-open field. As Benton suffered in the slower riders' dust, he heard that four-stroke thunder. Hess had swung wide in the field and made the pass out in the clear. Benton could not recover in the last mile and had to settle for second behind Hess. Ehmke passed Culpepper in the white-flag lap to take third.

Twenty-five riders raced in the Over 30 Amateur class, and Gary Hinton got off to the best start to lead the morning race. Hinton was in the lead until Joey Marcom took control on lap two. Marcom's 125 could not stand up to the long, sandy straights and he retired with a seized motor halfway into lap three. Glen Eiland was also on the move and gladly took the point on lap three. Kenny Adams was matching Eiland's moves and saved the best for last, passing Eiland on the last lap to take the win. Eiland was a close second while Hinton earned third.

Results

PRO: 1. Clay Hoenshell (Suz); 2. Mike Abbott (Yam); 3. Oliver Benetis (Suz); 4. Donnie McMillon (KTM); 5. Bryan Cook (Kaw).
AA 250+ EX: 1. Eric Hess (Hus); 2. Gary Benton (Yam); 3. Thomas Ehmke (Yam); 4. David Culpepper (Yam); 5. Bobby Southard (KTM).
AA 200- EX: 1. Eric Hillhouse (Kaw); 2. Joey Houghton (Hon); 3. Tod Myers (Yam); 4. Glen Boyett (Yam); 5. John Giacometto (Hon).
OPEN EX: 1. Russ Clark (KTM); 2. Shannon Butler (Hon); 3. Todd Gleaves (KTM); 4. John Dieb (KTM); 5. Robert Smith (KTM).
250 EX: 1. Ricky Lambert (Kaw); 2. T. J. Patel (Yam); 3. Jimmy Williams (Yam); 4. Danny Elmore (Kaw); 5. John Dragna (Kaw).
200 EX: 1. Lance Crawford (Kaw); 2. Barry Stanley (Kaw); 3. Timothy Gillis (Kaw); 4. David Holybee (Kaw); 5. Thomas McLaughlin (Kaw).
125 EX: 1. Mark Weeks (Yam); 2. Jeremy Butler (Hon); 3. Scott Sims (Kaw); 4. Todd Gleason (Hon; 5. Aaron Gay (Hon).
EX (30+): 1. David Koontz (Kaw); 2. Robert Gallegos (Kaw); 3. Ray Jennings (Yam); 4. Eddie Linn (Kaw); 5. Steve Reavis (Yam).
EX (38+): 1. Louis Blackwell (Hon); 2. Andrew Cooksey (Kaw); 3. Don Fitzsimmons (Hon); 4. David McKelvy (Kaw); 5. Neil Blackburn (Kaw).
EX (45+): 1. Loyd Morgan (Yam); 2. Dusty Tower (Kaw); 3. Gene Pannell (Yam); 4. Ronald Mullen (Hon); 5. Sonny Truitt (Yam).
EX (50+): 1. Bill Fleming (Suz); 2. Charles Pritchett (Suz); 3. Dwight Leatherwood (KTM); 4. Dave Burnap (Kaw); 5. Hazen Smith (Hon).
250 INT: 1. Todd Hutson (Kaw); 2. Brian Fisher (Kaw); 3. Van Shuler (Yam); 4. James Tennyson (Yam); 5. Mac Bennett (Suz).
125 INT: 1. Steve Miller (Suz); 2. Jason Baber (Yam); 3. Chris Dejarneatt (Yam); 4. Dwayne Gensler (Yam); 5. Chris Horton (Yam).
INT (30+): 1. John Davis (Kaw); 2. Russell Weeks (Hon); 3. Gregg Royar (Suz); 4. Chris Manning (KTM); 5. Mike Leffew (Yam).
INT (38+):: 1. Rick Hinton (hon); 2. Glenn Barajas (Suz); 3. Curt Larsen (KTM); 4. Scott Winn (Kaw); 5. Duane Horton (Yam).
INT (45+): 1. Gene Ficker (Suz); 2. Charlie Robinson (KTM); 3. John Davenport (KTM); 4. Kerry Foster (Kaw); 5. Don Cannon (Kaw).
4-STRK: 1. Jeff Solinger (Hon); 2. Mark Lamb (Hon); 3. Lance Crawford (Hon); 4. Bill McGovern (Hon); 5. Gerald Boll (Hon).
OPEN AM: 1. Brian Hoffman (Hon); 2. Russell Horn (Kaw); 3. Jeff Giesen (KTM); 4. Todd Hamel (Hus); 5. Gary Woolf (KTM).
250 AM: 1. Derek Daughty (Hon); 2. Danny Souder (Yam); 3. Jeff Chauza (Suz); 4. Bryan Petton (Kaw); 5. Jeff Turner (Yam).
200 AM: 1. Cody Harris (Kaw); 2. Floyd Thomason (Kaw); 3. Don Heierman (Kaw); 4. Jason Montey (Kaw); 5. Matt Panter (Kaw).
125 AM: 1. Ron Daniel (Yam); 2. Joe Wes Everheart (Yam); 3. Cody Bob Dean (Kaw); 4. Deb Shiller (Hon); 5. Luke Johns (Suz).
AM (30+): 1. Kenny Adams (KTM); 2. Glenn Eiland (Yam); 3. Garry Hinton (Hon); 4. Tommy Smith (Yam); 5. Doug Hibbard (KTM).
AM (38+): 1. Tom Hennon (ATK); 2. Greg David (KTM); 3. Steve Butler (Hon); 4. Sonny Jones (Suz); 5. Darryl Throne (Hon).
AM (45+): 1. Steve Goodner (Hon); 2. David Lucas Sr. (Kaw); 3. John Petton (Kaw); 4. John West (Hon); 5. Ivan Scott (Suz).
AM (50+): 1. Grady Burch (KTM); 2. Gary Ratliff (Hon); 3. Skip Gove (Yam); 4. Mack Spurlock (Hon); 5. Joe Brittain (KTM).
4-STRK AM: 1. Jeff Allen (Hon); 2. Mike Garner (Hon); 3. Jeff Gunter (Hon); 4. Tim Moore (Hus); 5. Steve Turner (Hon).
WMN EX: 1. Susan Engel (Kaw); 2. Bethany Jacobs (Kaw); 3. Shelly Dixon (Kaw); 4. Shelly McMillon (Yam); 5. Alice Flowers (Hon).
WMN AM: 1. Tracy Kisor (Kaw); 2. Amber Henson (Hon); 3. Julie Shields (Hon); 4. Linda Mitchell (Yam); 5. Tabitha Freeman (Hon).
MINI EX: 1. Bryan Miller (Yam); 2. Matt Grubb (Kaw); 3. Chris Abbott (Yam); 4. J.D. Everheart (Yam); 5. Tracy Traweek (Kaw).
MINI AM: 1. Adam Little (Kaw); 2. Geoff Speed (Suz); 3. Mark Traweek (Yam); 4. Mike McGovern (Kaw); 5. Clay Leaverton (Hon).

Carpenter collects CRC Motocross win

By Greg Robertson

PALMDALE, CA, MAR. 17
Matt Carpenter and John Butler split 125cc Beginner-class moto wins with Carpenter coming out on top in the all-important second moto to take the overall win during California Racing Club's Sunday Motocross at Los Angeles County Raceway.

Carpenter started off with the first-moto holeshot, leading Butler, Lee Saul and Mike Miller. Carpenter's stay out front lasted slightly over a lap before Butler made his move into the lead. Once out, Butler slowly pulled away for the win. Carpenter easily took second over Saul and Miller.

Butler jumped out to the early second-moto lead and appeared to be on his way to another win when he went down just past the midway point. Carpenter took control of the top spot and would hold off Miller to collect the moto and overall win. Miller's second-place finish gave him third overall behind Butler's 1-3 score.

Jerry Asher turned a pair of good starts into 1-1 finishes to sew up the Vet Novice win. Asher dogged early first-moto leader Evan Marcus for a couple of laps before making the pass and inching away for the victory. Mike Dunlap and Randy Schwalenburg argued over third with Dunlap coming out on top.

The second moto was all Asher's, from the drop of the gate to the checkered flag. Bryan Roberts made up for a sixth in the first moto by

passing Marcus for the runner-up spot on lap three and holding the position until the end. Bruce Richards and Dunlap hooked up together and pushed Marcus back a couple of places to grab third and fourth in the moto. Dunlap's 3-4 finishes edged out the 2-5 score of Marcus for the second-place trophy.

Results

60 BEG: 1. Brodie Vernola (Kaw); 2. Scott Stamback (Kaw); 3. Timothy McDaniel (Kaw); 4. Carlos Marin (Kaw).

60 (0-8): 1. J.J. Noone (Kaw); 2. Edward Herring (Kaw); 3. Cory Redinus (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Jared Tebo (Kaw); 3. Troy Tittlemier (Kaw).

80 BEG: 1. Kit Kunath (Yam); 2. John Simanovich (RM); 3. Donny Wiggins (Yam); 4. Richard Enbanks (Yam); 5. Brad Howe (Suz).

80 (7-11): 1. Shane Smith (Hon); 2. Scott Howe (Yam); 3. Blake Mitchell (Hon); 4. Vincent Rhoads (Yam).

80 (12-13): 1. Todd Gosselaar (Hon); 2. Tyson Tittlemier (Hon); 3. Brent Gilliam (YZ); 4. Kevin Jennings (Kaw).

80 (14-16): 1. Devin Seeger (Yam); 2. Bradly Lambert (Yam).

125 BEG: 1. Matt Carpenter (Suz); 2. John Butler (Hon); 3. Mike Miller (Hon); 4. Lee Saul (Suz); 5. Benjamin Stuelke (Suz).

125 NOV: 1. Corey Daly; 2. Lennie Liston (Kaw); 3. Chris Honnold (Kaw).

125 INT: 1. Clint Shepard (Suz); 2. Chris Neitzel (Kaw); 3. Kaipo Chung (Yam).

250 BEG: 1. Todd Brown (Yam).

250 NOV: 1. Scott McCollough (Yam); 2. Tim Konkol (Yam); 3. Josh Passell (Suz).

250 INT: 1. Ken Neitzel (Kaw); 2. Robbie Dunham (Yam).

PRO: 1. Tony Sulek (Yam); 2. Robert Barnum (Suz).

JR VET BEG: 1. Todd Ford (Yam); 2. Pasha Afshar (Yam); 3. Chuck St. Romain (Yam); 4. Kenny Hall (Hon).

VET BEG: 1. Stanely Norwoods (Kaw); 2. Carl Legaspi (Kaw); 3. David Donnelly (Yam); 4. Dave Kilfoyle (Hon).

VET NOV: 1. Jerry Asher (Hon); 2. Mike Dunlap (Kaw); 3. Evan Marcus (Kaw); 4. Bryan Roberts (Hon); 5. Bruce Richards (Kaw).

VET INT: 1. James Coppedge (Yam); 2. Randy Tittlemier (Hon); 3. Alex Spinelli (Yam).

VET EX-PRO: 1. Jon Zahrt (Yam); 2. Rodney Morrison (Hon); 3. Leo Saul (Hon); 4. Eric Casas (Yam); 5. Robert Barnum (Suz).

SR BEG: 1. Jeff Wikoff.

SR EX: 1. Randy Anderson (Yam); 2. Bob Dunham (Yam).

Krause storms Invaders HS

By M. Elaine Meadows

LUCERNE VALLEY, CA, MAR. 10

Paul Krause crossed the finish line at the Invaders Hare Scrambles at Lucerne Valley to receive the overall win and a warm reception from his wife and their 5-week-old daughter.

The banner dropped at 10:08 as the Expert line headed towards the bomb. The bomb run was one of the longest in recent memory, close to four miles, allowing plenty of room for the racers to spread out. The first rider to pass the bomb and pick up the trail was Abe Bauman. He was followed by Greg Zitterkopf, Krause, Rob Poznoff, Paul Schaeffer, Johnny Campbell, Jeff Capt, Steve Hengeveld, John Spaeth, and first senior Kevin Hasten. The banner dropped for the amateur start at 10:24 a. m. , and leading this parade was Phil Pasco, followed by Brian Cunningham, Nick Barklow, Joe Pedigrew, and Kenneth Maw.

As the racers headed out onto the trail, Bauman was able to hold onto his lead almost to the second check, where the course got more technical with a lot of rollers and deep whoops, and Zitterkopf and Krause drove past him. Zitterkopf held the lead for most of the loop but bad line selection in a technical section of the course put him in the rocks, allowing Krause to jump into the lead. From there on it was *adios* to the rest of the field. Crossing the finish line about a minute and a half after Krause was Team Green teammate Greg "Z-Man" Zitterkopf, claiming first Vet, second overall. Campbell came in third overall, with 250cc winner Steve Hengeveld in fourth. Next across the finish line was teenager Tommy Roberts, putting in one of his best rides to date.

Results

O/A: 1. Paul Krause (Kaw); 2. Greg Zitterkopf (Kaw); 3. Johnny Campbell (Hon); 4. Steve Hengeveld (Kaw); 5. Tommy Roberts (Kaw).

OPEN CLASS: 1. Paul Krause (Kaw) 2. Johnny Campbell (Hon); 3. Tommy Roberts (Kaw).

250 EX: 1. Steve Hengeveld (Kaw) 2. John Spaeth (Kaw); 3. John Kawell (Kaw).

VET OPEN: 1. Greg Zitterkopf (Kaw); 2. Ron Poznoff (Kaw).

AM: 1. Brian Cunningham (Yam) 2. Phil Pascal (Kaw) 3. Joe Pedigrew (Kaw) 4. Mark Goelz (Hon) 5. Nick Barlow (Suz)

WMN: 1. Anna Cody Merrit (Kaw); 2. Michelle Cassella (Kaw).

NOV: 1. Dave Hagberg (Hon); 2. Jim Carpenter (Kaw); 3. Joe Cuskler (Kaw); 4. Bernie Pock (Suz); 5. Marty Estes (Kaw).

80 EX: 1. Colby Gulledge (Suz); 2. Doug Chiapuzzio (Kaw); 3. Mike Meadows (Hon).

Ragan rolls in VDTRA HM

By Mike Zbrozek

SATSUMA, FL, MAR. 5-6

While fast heat races and mains were the norm during the opening rounds of the VDTRA Dirt Track Series at River City Speedway, the Pro-Twin division again served up the best shows of the meet with Mike Ragan winning on Tuesday and Wednesday.

The Buckner, Illinois, resident proved himself to be a man on a mission as he powered into

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2:00 - 4:00	Marty Smith MX Clinic
3:00 - 7:00	Larry Huffman "Live"
4:00 - 6:00	KIK-FM Live Remote w/Charlie Tuna
4:00 - 7:00	Live Country Music
4:00 - 7:00	A delicious BBQ dinner

(Top) Bryan Lamborn (135) and Dan King (3X) battled it out in both motos of 250cc Novice racing during the CRC Motocross at Los Angeles County Raceway. King grabbed first place both times.
(Above) Brock Sellards led the pack at round two of the AMA USA MegaSeries at Muddy Creek Raceway in Blountville, Tennessee. Sellards took overall wins in the 125cc A and 250cc A classes.

the lead both days, taking the wins flag-to-flag. In Tuesday's main event, Steve Longo got by John Blackstock in a race-long duel for second while George Richtmeyer worked himself from a third-row penalty start all the way up to fourth in a thrilling effort. John Vanderkooi rounded out the top five with a solid performance.

Wednesday's Pro-twin main was a repeat for Ragan and Steve Longo with Johnny Isaacs moving into third and Vanderkooi fourth. James Vaught had a good run going on his Triumph from seventh up to fifth, but slid down on the slippery surface on lap six. John Hildebrand filled out the top five.

Jac Donald of Winter Park, Colorado, scored a double-double, taking both 600cc Amateur and Open-twin mains both days.

Tony Neil raced to a pair of 600cc Pro wins while Fred Schritt and Bill Burr traded top Masters honors. Schritt made a tremendous effort to get by Burr on Wednesday, but Schritt's Triumph was not up to the Yamaha power of Burr's big twin. The two nearly 60-year-old men put on quite a show, and if the track announcer hadn't given their ages away, one would have thought much-younger lions were scrapping.

The River City Speedway proved a worthy venue for two fine afternoons, and the riders from all over the U.S. who came to compete there will not soon forget their Bike Week '96 adventure.

Results

Tuesday

600: 1. Jac Donald (Yam); 2. Mike Zbrozek; 3. J.C. Clark (Yam); 4. Roy Raines (Bul); 5. Bob Loucks (Bul).

OPEN-TW: 1. Jac Donald (Yam); 2. James Eastlee (Yam); 3. Doug Stewart (Duc); 4. Bill Stephens (Tri); 5. Ron Stone (Tri).

MSTR: 1. Fred Schritt (Tri); 2. Marvin Long; 3. James Riter.

SR: 1. John Hildebrand (Tri); 2. Bill Snyder (Bul); 3. Robert Johnston (Yam); 4. J.C. Clark (Yam); 5. Bob Loucks, (Bul).

500-750 CLSSC: 1. George Richtmeyer (Tri); 2. Charles Southgate (BSA); 3. Mike Zbrozek (BSA); 4. Gerald Jessup (Tri); 5. James Henry (BSA).

600 PRO: 1. Tony Neill (Yam); 2. John Fike (BSA); 3. Bill Snyder (Bul); 4. Dale Buck (Bul); 5. Robert Johnston (Yam).

MSTR PRO: 1. John Fike (BSA); 2. Lee Parker (Yam); 3. Gerald Jessup (Tri); 4. Bill Burr (Yam).

OPEN PRO-TW: 1. Michael Ragan (Yam); 2. Steve Longo (Tri); 3. John Blackstock (Tri); 4. George Richtmeyer (Tri); 5. John Vanderkooi (Tri).

Wednesday

600 VINT: 1. Jac Donald (Yam); 2. Mike Zbrozek (Tri); 3. J.C. Clark (Yam); 4. Bob Loucks (Bul); 5. Roy Haines (Bul).

OPEN-TW: 1. Jac Donald, (Yam); 2. Doug Stewart; 3. Mike Zbrozek (Tri); 4. Ron Stone (Tri); 5. Brian Holzigal (Tri).

MSTR: 1. Bill Burr (Yam); 2. Fred Schritt (Tri); 3. Lee Parker (Yam); 4. Tony Pino (Yam).

500-750 CLSSC: 1. Johnny Isaacs (Tri); 2. Joseph Gately (Tri); 3. Roy Haines (Bul); 4. Mike Zbrozek (BSA); 5. Thom Search (Tri).

600 PRO: 1. Tony Neill (Yam); 2. Johnny Isaacs (Tri); 3. John Fike (BSA); 4. Bill Snyder (Bul).

OPEN PRO-TWIN: 1. Michael Ragan (Yam); 2. Steve Longo (Tri); 3. Johnny Isaacs (Tri); 4. John Vanderkooi; 5. John Hildebrand (Tri).

Townsend, King rule CRC MX

By Greg Robertson

PALMDALE, CA, MAR. 24

Kevin Townsend and Dan "Sky" King picked up the 125cc and 250cc Novice-class overall wins during California Racing Club's Sunday motocross at Los Angeles County Raceway.

In the first 125cc moto Bryan Lang timed the gate drop to perfection and grabbed the lead over Townsend and Jose Polasek. Lang went down, handing the lead to Townsend. Chris Thompson came from a midpack start to pass Polasek for second place and catch the leader. Thompson had momentum on his side and passed Townsend with two laps remaining to take the win. Dean Ostrander put a last-lap pass on Polasek for third.

Thompson holeshot moto two, but a soil sample on the opening lap dropped him back to sixth. Lang took control until he ran off the track allowing Townsend the opportunity to lead. Lead he did, slowly pulling away from the field for the second-moto win. Thompson battled his way back up through the pack for second at the checkers and in the final standings.

Round one in 250cc Novice action saw Bryan Lamborn pull out the early lead over Brett Bennett and Graham Howell. King came charging up out of the pack to displace both Bennett and Howell by lap two. King caught Lamborn and ate plenty of sand before finding his way into the lead on the white-flag lap. Lamborn stayed glued to King's rear fender all the way to the finish. Howell was third over Cole Townsend and Tyler Buck.

King got the start he needed in moto two over Lamborn, Buck and Bennett. King and Lamborn hooked up and separated themselves from the others in their battle for the lead. King put a one-turn advantage between himself and Lamborn. Lamborn couldn't catch King, but King couldn't pull away, and that's how they finished. Buck's third-place finish gave him third on the day over Townsend and Metter.

Results

P/W (0-6): 1. T.A. Walker (Yam); 2. Shawn Butler (Yam); 3. Bryan Hatchitt (Yam); 4. David Medina (Yam); 5. Justin Enbanks (Yam).

P/W (7-9): 1. Adam Miller (Yam); 2. Ralphie Spinelli (Yam).

S/STK (0-6): 1. Douglas Carter (KTM); 2. Wes Parrish (LEM); 3. Andrew Couto (LEM); 4. Brian Stamback (KTM).

S/STK (7-9): 1. Scott Stamback (KTM); 2. Tylor Pineda (KTM); 3. Bradley Hatchitt (KTM); 4. Colton James (KTM); 5. Cory Ronald (Hon).

MOD: 1. Kyle Jenkins (LEM); 2. Bryce Terzian (KTM).

60 BEG: 1. Scott Stamback (Kaw); 2. Tylor Pineda (Kaw); 3. Bryce Terzian (KTM).

60 (0-8): 1. Edward Herring (Kaw); 2. J.J. Noone (Kaw); 3. Ryan Roybal (Kaw); 4. Dave Carter (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Jared Tebo (Kaw); 3. Troy Tittlemier (Kaw); 4. Matt Contreras (Kaw).

80 BEG: 1. Kit Kunath (Yam); 2. Richard Enbanks (Yam); 3. Brad Howe (Yam); 4. Donovan Elliott; 5. Donny Wiggins (Yam).

80 (7-11): 1. Shane Smith (Hon); 2. Scott Howe (Yam); 3. Daryl Ecklund (Suz); 4. Garard Patin Jr. (Yam); 5. Vincent Rhoads (Yam).

80 (12-13): 1. Todd Gosselaar (Hon); 2. Tyson Tittlemier (Hon); 3. Brad Robinson (Hon); 4. Brent Gilliam (Yam); 5. Marie Spinelli (Yam).

80 (14-16): 1. Christopher Gosselaar (Hon).

125 BEG: 1. Charles Cook (Suz); 2. Mike Miller (Hon); 3. Lee Saul (Suz); 4. Cliff Jennings (Suz); 5. Ben Stuelke (Suz).

125 NOV: 1. Kevin Townsend (Hon); 2. Chris Thompson (Suz); 3. Dean Ostrander (Suz); 4. Bryan Lang (Hon); 5. Jose Polasek (Hon).

125 INT: 1. Chris Neitzel (Kaw); 2. Scotty Walker (Suz); 3. Mike Gibson (Hon); 4. Randy Steffan (Suz).

125 PRO: 1. Nick Mairose (Suz).

250 BEG: 1. Chuck St. Romain (Yam); 2. Cody Metter (Kaw); 3. Eric Robinson (Suz); 4. Justin Dawson (Hon); 5. Mark Jones (Yam).

250 NOV: 1. Dan King (Yam); 2. Bryan Lamborn (Hon); 3. Tyler Buck (Suz); 4. Cole Townsend (Hon); 5. Shane Metter (Kaw).

250 INT: 1. Keny Terracciano (Hon); 2. Timothy Laster (Yam); 3. Robbie Dunham (Yam); 4. Paul Gilmartin (Hon).

250 PRO: 1. Jimmy Lavorci (Suz).

JR VET BEG: 1. Kenny Hall (Hon); 2. Ron Gregg (Yam); 3. Becky Gregg (Hon).

JR VET NOV: 1. Jeff Pennington (Hon).

JR VET INT: 1. Marty Estes (Kaw).

VET BEG: 1. Mark Testa (Hon); 2. Stanely Norwoods (Kaw); 3. Mark Jones (Yam); 4. Frank Pineda (Yam); 5. John Adams (Suz).

VET NOV: 1. Jeff Pennington (Hon); 2. Fred Nichols (Hon); 3. Bryan Roberts (Hon); 4. Evan Marcus (Kaw); 5. Bruce Richards (Kaw).

VET INT: 1. Randy Tittlemier (Hon); 2. Mike McMillen (Suz); 3. Joel Harriott (Yam); 4. James Coppedge (Yam); 5. Alex Spinelli (Yam).

VET EX/PRO: 1. Eric Casas (Yam); 2. Brad McLeod (Hon); 3. Eddie Davis (Yam); 4. Leo Saul (Kaw); 5. Ken Neitzel (Kaw).

SR BEG: 1. John King (Yam).

SR INT: 1. J. J. Harris (Suz).

SR EX: 1. Randy Anderson (Yam); 2. Jim Beck (Hon).

OT NOV: 1. John Webb (Hon); 2. Dale Brockett (Hon); 3. Larry Kirsch (Hon); 4. Frank Derby (Hon); 5. John Farrell (Suz).

OT AM: 1. Ruthann Renaux (Hon); 2. Don Meiner (Yam); 3. Richard Bealer (Yam); 4. Rich Stuelke (ATK); 5. Hank Owens (Hon).

OT EX: 1. Jim Beck (Hon); 2. Charles Howell (Yam); 3. Hal Grady (Hon); 4. Keith Phillips (Kaw); 5. Robert Fiesler (Kaw).

OT MSTR B: 1. Ken Renaux (Hon); 2. Dennis McAdam (Kaw); 3. Greg Williams (Suz); 4. Steve Clark (Suz); 5. Mike Chesbro (Hon).

Sellards soars at Muddy Creek Motocross

By Barbara Williams
Photo by Loren Williams

BLOUNTVILLE, TN, MAR. 23-24

Brock Sellards flew to the overall win in both 125cc A and 250cc A divisions at round two of the AMA USA MegaSeries at Muddy Creek Raceway.

The Yamaha Challenge Weekend did double duty as an area qualifier for Loretta Lynn's, drawing 818 entries from 15 states.

Sellards holeshot the first 125cc A moto, followed by Scott Graves, Kevin Walker and Charlie Dunaway. Walker overtook Sellards by the end of lap one, then gained some room when Sellards fell on the last lap. Sellards remounted to finish second. Jim Chester stayed on the gas to work up to third from a fifth-place start, followed by James Evans and Dunaway. Graves crossed the line in sixth.

Sellards owned moto two, focusing attention on the battle for second. The harder Chester pressured from third, the closer Walker rode to the ragged edge, until finally Walker spun out, handing second to Chester. Walker recovered still in third, pursued by Josh Sweat, Dunaway and Evans. They crossed the line in that order.

Chester leaped to the fore on the start of the first moto of 250cc A, with Sellards and Sweat sticking to him like duct tape. Sellards followed Chester for a lap and finally powered into the lead coming up the stairstep section. After a couple of swaps, Sellards took the lead for good. Walker had climbed from seventh to third by midrace, forcing Chester to go faster so that the pair pulled a 10-second gap on fourthplace Sweat. At the base of the stairsteps, Chester appeared to have the advantage, but Walker took the outside line and shot alongside Chester, zapping him by half a wheel at the flag for second.

Walker holeshot the second round, only to fall less than a lap into the race and hand over the lead, and the win, to Sellards. Chester hooked up with the Kawasaki jockey, letting him set the pace. Florida's Jarrett Tipping and North Carolina's Jacob Dombrosky claimed third and fourth in the moto, followed by Walker in fifth for third overall.

Results

Saturday

50 STK (4-6): 1. Cory Strickland (KTM); 2. Dakota Beavers (KTM); 3. Brian Pace (KTM); 4. Brandon Large (LEM); 5. Easton Hankins (LEM).

50 STK (7-8): 1. Andrew Matusek (LEM); 2. Jake Griffis (Cob); 3. Chase Beck (Cob); 4. Michael Ridge (Cob); 5. Jake Posey (Cob).

65 STK (7-9): 1. Andrew Matusek (Kaw); 2. Joshua Davis (Kaw); 3. Jake Griffis (Kaw); 4. John Roberson (Kaw); 5. Jeff Lucido (Kaw).

65 STK (10-11): 1. Bryan Johnson (Kaw); 2. Jeff Fields (Kaw); 3. Christopher Whitcraft (Kaw); 4. Wade Cordell (Kaw); 5. Chris Hanshaw (Kaw).

85 STK (7-11): 1. Thomas Sipes (Kaw); 2. Christopher Whitcraft (Yam); 3. Anthony Griffis (Kaw); 4. Donald McGourty (Suz); 5. Jason Bault (Suz).

85 STK (12-13): 1. Joshua Summey (Kaw); 2. J.R. Carter (Kaw); 3. Jason Bell (Hon); 4. David Whitcraft (Yam); 5. William Watford (Suz).

85 STK (14-15): 1. Matt Walker (Yam); 2. Hans Neel (Hon); 3. Jon-Boy Monk (Hon); 4. Brannon Ferguson (Kaw); 5. Travis Reagan (Kaw).

U/L Mini: 1. Matt Walker (Yam); 2. Travis Reagan (Kaw); 3. Brannon Ferguson (Kaw); 4. Danny Smith (Kaw); 5. Jon-Boy Monk (Hon).

SCHBY STK: 1. Paul Justus (Yam); 2. Matt Eason (Kaw); 3. Paul Fantis (Yam); 4. Josh Whitmire (Suz); 5. Darrell Blankenship (Suz).

WMN: 1. Amber Hughes (Suz); 2. Makesha Hoyle (Hon); 3. Tiffany Reed (Hon); 4. Stacy Nodine (Kaw); 5. Christina Ray (Hon).

125 B STK: 1. Marcus Hedrick (Suz); 2. Shane Lawson (KTM); 3. Paul Efantis (Yam); 4. Daniel Tesh (Kaw); 5. Adam Burchfield (Suz).

125c STK: 1. Derick Hedrick (Suz); 2. Jesse Fleming (Hon); 3. Chad Burba (Kaw); 4. Timmy Milligan (Suz); 5. Josh Thompson (Suz).

250 A STK: 1. Johnny Shields (Hon); 2. Bryan McDonald (Yam).

250 B STK: 1. Marcus Hedrick (Suz); 2. Matt Eason (Kaw); 3. Josh Scott (Kaw); 4. Adam Burchfield (Suz).

U/L A/B: 1. Jeffrey Grove (Yam); 2. Ben Riddle (Kaw); 3. Shane Lawson (KTM); 4. Luke Presnell (Hon); 5. Rodney Wise (Suz).

U/L C: 1. Jesse Fleming (Hon); 2. Timmy Mulligan (Suz); 3. Josh Thompson (Suz); 4. William Collins (Hon); 5. Chris Adams (Yam).

U/L D: 1. Casey Strickland (Hon); 2. Mark Manuel (Suz); 3. Jeffery Johnson (Hon); 4. Jason Eddings (Kaw); 5. Jason Wilkes (Hon).

Sunday

50 (4-6): 1. Cory Strickland (KTM); 2. Dakota Beavers (KTM); 3. Bradley Pace (KTM); 4. Easton Hankins (LEM); 5. R. Cameron Stone (LEM).

50 (7-8): 1. Jake Griffis (Cob); 2. Justin Sipes (Cob); 3. Michael Ridge (Cob); 4. L.B. Horne (Cob); 5. Jake Posey (Cob).

65 (7-9): 1. Andrew Matusek (Kaw); 2. Joshua Davis (Kaw); 3. Alex Hunter (Kaw); 4. Jake Griffis (Kaw); 5. Jeffrey Lucido (Kaw).

65 (10-11): 1 Christopher Whitcraft (Kaw); 2. Jeffrey Fields (Kaw); 3. Wade Cordell (Kaw); 4. Chase Roberts (Kaw); 5. Bryan Johnson Jr. (Kaw).

80 D: 1. Shaun Henson (Hon); 2. Jesse Mead (Hon); 3. Aaron Clark (Kaw); 4. Jeff Mead (Hon); 5. Joshua Sutton (Yam).

JR MINI: 1. Joshua Summey (Kaw); 2. Ryan Sipes (Kaw); 3. J.R. Carter (Kaw); 4. Justin Whatley (Kaw); 5. Jason Bell (Hon).

85 (9-1 3): 1. Joshua Summey (Kaw); 2. J.R. Carter (Kaw); 3. Jason Bell (Hon); 4. William Watford (Suz); 5. Justin Whatley (Kaw).

SR MINI: 1. Jeff Gibson (Kaw); 2. Joshua Summey (Kaw); 3. Hans Neel (Hon); 4. Jon-Boy Monk (Hon); 5. J.R. Carter (Kaw).

85 MOD (1 4-1 5): 1. Jon-Boy Monk (Hon); 2. John Smith (Hon); 3. Matt Walker (Yam); 4. Brannon Ferguson (Kaw); 5. Michael Alexander (Kaw).

S/MINI: 1. Matt Walker (Yam); 2. Jeff Gibson (Kaw); 3. Ian Riddle (Kaw); 4. Joshua Summey (Kaw); 5. Hans Neel (Hon).

SCHBY: 1. Jeffery Ryan (Suz); 2. Jeff Gibson (Kaw); 3. Ben Riddle (Kaw); 4. Paul Efantis (Yam); 5. Paul Justus (Yam).

125 A: 1. Brock Sellards (Kaw); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. James Evans (Kaw); 5. Charlie Dunaway (Kaw).

125 B: 1. Jon Boruff (Hon); 2. Jeffery Ryan (Suz); 3. Jason Thompson (Kaw); 4. Preston Rose (Kaw); 5. Chad Anderson (Kaw).

125 C: 1. Eric Leonard (Kaw); 2. Zach Yonce (Suz); 3. Jesse Fleming (Hon); 4. Tim Milligan (Suz); 5. Chad Burba (Kaw).

125 D: 1. Casey Strickland (Hon); 2. Donnie Bloyd (Suz); 3. Bobby Bond (Yam); 4. Gregory Dial (Suz); 5. Jason Eddings (Kaw).

250 A: 1. Brock Sellards (Kaw); 2. Jim Chester (Suz); 3. Kevin Walker (Yam); 4. Jarrett Tipping (Suz); 5. Jacob Dombrosky (Suz).

250 B: 1. Jon Boruff (Hon); 2. Marcus Hedrick (Suz); 3. Preston Rose (Kaw); 4. Brian Lane (Yam); 5. Bill Cassavaugh (Suz).

250 C: 1. Eric Leonard (Kaw); 2. Matthew Freed (Suz); 3. Robert Andy Smith (Hon); 4. Jesse Fleming (Hon); 5. Jay Taylor (Hon).

250 D: 1. Adam Fleenor (Hon); 2. Alex Williams (Yam); 3. Mark Manuel (Suz); 4. Richard Taylor (Hon); 5. Chuck Greer (Suz).

OPEN AM: 1. Darryl Ahonen (Kaw); 2. Ron Jones (Hon); 3. Nicholas Pinegar (Hon); 4. Wayne Harrison (Hon); 5. Todd Ritchie (KTM).

25+ A: 1. Jim Chester (Suz); 2. Kevin Walker (Yam); 3. Rod Marshall (Suz); 4. Mike Padgett (Yam); 5. Kirk Johnson (Yam).

25+ B: 1. Jay Hayes (Hon); 2. Scott Linkous (Suz); 3. Furman Parton (Hon); 4. Travis Jones (Suz); 5. Chris Shortridge (Hon).

25+ C: 1. Jimmy Pitcock (Suz); 2. Billy Harrison (Hon); 3. David Buis (Hon); 4. Larry Dean Mitchell (Suz); 5. Jimmy Clendenin Jr. (Hon).

30+ A: 1. Ron Jones (Hon); 2. Bryan Adams (Kaw); 3. Mark Guy (Yam); 4. Rick Wright (Suz); 5. Danny Osborn (Yam).

30+ B: 1. David Sawyer (Kaw); 2. Rodney Cavender (Kaw); 3. A. Jamie McCoy (Yam); 4. Joey Singleton (Hon); 5. William Collins (Hon).

30+ C: 1. Rick Cooper (Hon); 2. Billy Harrison (Hon); 3. Randy Westfall (Suz); 4. Gary Brown (Hon); 5. Albert Albiker (Suz).

35+: 1. Ron Jones (Hon); 2. Mark Guy (Yam); 3. Bryan Adams (Kaw); 4. Timothy Smith (Suz); 5. Rick Wright (Suz).

40+: 1. Timothy Smith (Suz); 2. Kenneth Frankenberry (Hon); 3. Terrell Welborn (Suz); 4. Johnny Gibson (Hon); 5. Billy Scoggins (Suz).

48+: 1. Terrell Welborn (Suz); 2. Eugene Shorty Goode (Suz); 3. Peter Harrison (Hon); 4. Ted Shortridge (Hon).

U/L AM: 1. Jay Hayes (Hon); 2. Wesley McCoy (Yam); 3. Alan Anderson (Hon); 4. Danny Lain (Hon); 5. Travis Jones (Suz).

Flesia flies at Aztec

By Stacy Jensen

COLORADO SPRINGS, CO, MAR. 10

Mark Flesia proved he still has what it takes to stay in the number-one spot after taking the

1995 season off, as he came back with a vengeance at the first 1996 SRAC A-points race in the Vet Pro class.

John Merwin was overanxious and jumped the first-moto gate to lead the first lap. Flesia passed Merwin on the back side of the track, while Kevin Foley held third and Shawn Smith had fourth ahead of Darin Burkhard. Kevin Foley was in third and Shawn Smith had moved from fifth to fourth ahead of Darin Burkhard. Brian Sharp, who was in fourth on the first lap, found himself back in seventh.

On the third lap Flesia pulled out a nine-second lead over Merwin. Smith advanced through the pack and was now in third, pressuring Merwin. Foley saw Burkhard on his rear fender, while Darrel Miller had moved up to take over sixth.

Foley passed Smith for third at the white flag, outjumping him across the finish-line tabletop. When the first moto came to a close, Flesia, Merwin, Foley, Smith and Burkhard finished in that order. However, Merwin had to settle for 19th because of his starting-line infraction, moving Foley, Smith and Burkhard up a notch.

The second moto saw Flesia leading at the all-important first turn with Smith a determined second. Sharp was following close behind in third when he slid out on the inside corner causing Miller and Merwin to fall as well. All three recovered quickly.

Up front, Flesia led Smith, David Clabaugh, Mike Schenk and Foley. Smith was pressuring for first when he went down in the corner after the finish-line jump, after which he left the track. Flesia had a 12. 5-second lead over Foley and the rest of the field at the end, while Merwin had come from way behind into third, with Burkhard and Miller rounding out the front five.

Flesia, Foley, Burhard, Miller and Schenk took the top five overall positions, respectively.

Results

50 NOV: 1. Mike Henderson (KTM); 2. Ike Jost (LEM); 3. Justin Jobe (KTM); 4. Thomas Suman (LEM).

P/W NOV: 1. Hank Kendell (Kaw); 2. Matthew Herizing (Kaw); 3. Travise Bannister (Kaw); 4. Jeremy Riddle (Kaw) 5. Zachry Saathoff (Kaw).

P/W AM: 1. Matt Burris (Kaw); 2. Brad Alarid (Suz); 3. Adam Luhrs (Kaw); 4. Brady Sharp (Kaw); 5. Christopher Phelan (Kaw).

MINI NOV: 1. Kendall Stafford (Hon); 2. Ethan Bates (Yam); 3. Brad Alarid (Suz); 4. Nathan Conley (Hon); 5. Jeff Hill (Suz).

MINI AM: 1. Ryan Cook (Kaw); 2. Brandon Hurtado (Hon); 3. Kevin Head (Suz); 4. Marc Warmuth (Hon); 5. Matt Tolle (Yam).

MINI EX: 1. Jeff Boone (Kaw); 2. Scott Burris (Kaw); 3. Josh Murphy (Suz); 4. Brandon Hightower (Yam); 5. Andrew Short (Kaw).

OPEN MINI: 1. Jeff Boone (Kaw); 2. Brandon Hightower (Yam); 3. Andrew Short (Kaw); 4. Josh Murphy (Suz); 5. Richard Davidson (Kaw).

125 NOV: 1. Tim Iovinella (Yam); 2. Chad Sharp (Hon); 3. Steven Summers (Suz); 4. Tyler Alexander (Kaw); 5. Cody Schwab (Suz).

125 AM: 1. Matt Tittlemier (Kaw); 2. B.B. Carter (Suz); 3. Arthur Leak; 4. Mike Maddock (Kaw); 5. Jarrod Fessler (Suz).

125 Pro: 1. Chad Wollaston (Yam); 2. Shawn Morgan (Kaw); 3. Andy Atkins (Kaw); 4. Jared Carlson (Kaw); 5. Jeremy Henrichs (Kaw).

250 NOV: 1. Todd Alexander (Kaw); 2. Joe Arnold (Kaw); 3. Maple Taylor (Suz); 4. John Freeman (Suz); 5. Greg Wertz (Hon).

250 AM: 1. Mike Tittlemier (Kaw); 2. Joe Pena (Yam); 3. Nicolas Marx (Hon); 4. Darin McDonald (Kaw); 5. Chris Domer (Suz).

250 PRO: 1. Chad Wollasten (Yam); 2. Shawn Morgan (Kaw); 3. Andy Atkins (Kaw); 4. Jared Carlson (Kaw); 5. Kip Sandell (Yam).

OPEN NOV: 1. Steve Tarnbone (Yam); 2. Maple Taylor (Suz); 3. Jason Gillis (Kaw); 4. Graig Buck (Yam); 5. Jim Fulton (Yam).

OPEN AM: 1. B.B. Carter (Suz); 2. Keith Larson (Hon); 3. Daniel Huffman (Suz); 4. Jeff Brewster (Hon); 5. Alan Anelopulos (Hon).

OPEN PRO: 1. Shawn Morgan (Kaw); 2. Andy Atkins (Kaw); 3. Kip Sandell (Yam); 4. Wayne Balfiett (Yam); 5. Scott Fultcher (Yam).

VET NOV: 1. Matt Matheny (Kaw); 2. Wright Hugus (Hon)- 3. Mike Thorton (Suz); 4. Dennis Spriggs (Yam) 5. David Barr (Kaw).

VET AM: 1. Mike Kappehmm (Hon); 2. Chris Domer (Suz); 3. Joe Arnold (Kaw); 4. Blaine Schubarth (Kaw); 5. Floyd Frank (Kaw).

VET PRO: 1. Mark Flesia (Suz); 2. Kevin Foley (Yam); 3. Darin Burkhard (Hon); 4. Darrell Miller (Hon); 5. Mike Schenk (Hon).

SR NOV: 1. Doug Hardin (Yam); 2. Dale Winczewski (Yam); 3. Robert Gissell (Yam); 4. Kevin Hall (Yam); 5. Jim Lacy (Yam).

SR AM: 1. Dale Evans (Suz); 2. Jeff George (Suz); 3. Jim Wyman (Suz); 4. Randy Mayer (Yam); 5. Sam Hopper (Yam).

SR EX: 1. Monty Don Kyle (KTM); 2. Dwight Catalono (Yam); 3. Don Greenwood (Yam); 4. Mark Poindexter (Yam); 5. Michalla Gonzolas (Suz).

S/SR: 1. Dave Wollaston (Yam); 2. Byron Wolf (Yam); 3. Gary Shirhmizi (Yam); 4. John Bravers (Hon); 5. Bobby Hancock (Kaw).

WMN NOV: 1. Cheryl Place (4); 2. Dawn Winzewski (Yam); 3. Cynthia Bennett (KTM); 4. Heather Lechman (Yam); 5. Joni Gaza (Kaw).

Sheedy captures Casey MX

By A.J. Waggoner

CASEY, IL, MAR. 16-17

Todd Sheedy came away the big winner at Lincoln Trail Motosports taking three class victory's over the two days of racing.

Sheedy ran away with Saturday's 250cc A-class win but was headed by Marty Vaughn in the 125cc A class. Vaughn holeshot and led all laps of both motos with Sheedy gating third and proving unable to close the gap.

Sunday's races saw Sheedy having to work hard for the 125cc A-class victory. Vaughn again holeshot and led every lap. Sheedy gated third once more, moving by Jeff Baker on the second

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lap but running out of time before the checkers. The second moto was again a Vaughn holeshot, with Sheedy on his rear fender. Sheedy took the lead for good on the second lap in the back section for the overall win. Vaughn finished second, with Tim Damron third.

In a hotly contested 250cc A class, Kevin Lampe holeshot the first moto with Tim Hawthorne, Sheedy, and Jimmy Randa in tow. Lampe pulled out a seven-second lead with the top 10 riders doing the "Big Triple." Lampe dropped it on the third lap handing the lead to Hawthorne, but Sheedy made his move and held on for a close win over Hawthorne and Randa. In the second moto Randa was back in form with a holeshot followed by Sheedy, Lampe, and Hawthorne. Randa held the lead till the third lap, when Sheedy pushed his way by. Randa kept Sheedy honest with only a bike length between them at the flag. Lampe bobbled midrace, allowing Hawthorne and Jeff Hill into third and fourth with Lampe holding on to fifth.

There was some exciting racing in the Over 40 class with Gary Peak getting a run from Dave Shumway. In the first moto Peak turned left instead of right in the back section, allowing Schumway an easy pass. Peak came back to take the win, with Schumway dropping the bike but holding on for second ahead of Loren Cook. The second moto was a great race between Peak and Schumway with the lead changing almost each lap. Peak won the moto by the narrowest of margins over Schumway, Cook, and Dave Antolak.

Results

Saturday

AUTO (4-6): l. Dillon Hall (LEM); 2. Sean Lawhead (LEM); 3. Corey Smith (KTM); 4. Matt Wilkenson (Yam); 5. A.J. Mosier (Yam)

AUTO (7-8): l. Blake Renshaw (Cob); 2. Jake Fricker (LEM); 3. Kevin Mumper (KTM).

60: l. Shawn Clark (Kaw); 2. Chelsi Dunklebarger (Kaw); 3. Drew Jackson (Kaw); 4. Justin Hoadly (Kaw); 5. Keith Grant (Kaw).

80 JR: l. Shawn Clark (Suz); 2. Anthony Weber (Suz); 3. Mitchell Corbin (Hon); 4. Scott Gaber (Kaw); 5. Biba Daniel (Hon).

80 SR: l. Jacob Franklin (Kaw); 2. Mike Corbin (Hon); 3. Matt Vodicka (Kaw); 4. Noah Ford (Hon) 5. Mark Corbin (Hon).

BEG: l. Erig Aumiler (Hon); 2. Kevin Shields (Kaw); 3. Brian Hopper (Suz); 4. Troy Kincaid (Hon) 5. Bill Meek (Suz).

WMN: l. Halley Whitecotton (Yam); 2. Michele Corbin (Hon); 3. Chelsi Dunklebarger (Suz); 4. Amanda Hedge (Kaw); 5. Terri Lawhead (Kaw).

14-24: l. Joshua Livvex (Kaw); 2. George White (Kaw); 3. Brian Kulisek (Hon); 4. Mike Bighorn.

16-24: l. Kevin Lampe (Yam); 2. Mike Hoffman (Kaw); 3. Matt Dill (Kaw); 4. Nate Eslinger (Kaw) 5. Jason Hendrix (Kaw).

125 C: l. Brandon Petty (Hon); 2. Bob Eckert (Hon); 3. Kent Mosier (Suz); 4. Bob Vodicka (Suz) 5. Bob Simpson (Suz).

125 B: l. Chris Schumulbach (Kaw); 2. Tim Everheart; 3. Jason Billingsly (Kaw); 4. Mike Hope (Suz); 5. Chris Elson.

125 A: l. Marty Vaughn (Hon); 2. Todd Sheedy (Suz); 3. Rod Marshall (Suz); 4. Tim Hawthorne (Hon); 5. Alex Rossetto (Yam).

250 C: l. Josh Mccoy (Hon); 2. Greg Brachear (Yam); 3. Corey Wiiloughey (Kaw); 4. Steve Farabe (Hon); 5. Todd Roth (Kaw).

250 B: l. Chris Schmulbach (Kaw); 2. Mike Hope (Suz); 3. Mark Diesser (Hon); 4. Aric Walton (Kaw); 5. Tom Urban (Yam).

250 A: l. Todd Sheedy (Suz); 2. Tim Hawthorne (Hon); 3. Alex Rossetto (Yam); 4. Kevin Lampe (Yam); 5. Mike Hoffman (Kaw).

25+: l. Jim Randa (Hon); 2. Jeff Hill (Kaw); 3. Dave Brill (Hon); 4. Rod Marshall (Suz); 5. Steve Baptist (Kaw).

30+ A: l. Dave Brill (Hon); 2. Gary Buecker (Hon).

30+ B: l. Tim Smith (Kaw); 2. Kevin Poornich (Suz); 3. Frank Curley (Yam); 4. Ed Schnick (Hon); 5. Gary Janssen (Hon).

35+: l. Gary Gabbert (Hon); 2. Jim Faulkenburg (Hon); 3. Gary Buecker (Hon); 4. Mark Lawhead (Kaw); 5. Mark Rubenstein (Kaw).

40+: l. Dave Shumway (Kaw); 2. Charles Nice (Yam); 3. Dave Antolak (Kaw); 4. Don Hackmeister (Kaw); 5. Tim Graves (Yam).

Sunday

AUTO (4-6): l. Damon Gabbert (LEM); 2. Dillon Hall (LEM); 3. Sean Lawhead (LEM); 4. Wesley Green (KTM); 5. A.J. Mosier.

AUTO (7-8): l. Blake Renshaw (Cob); 2. Broc Sims (Cob); 3. Tyler Green (LEM); 4. Cody Renniso (Yam); 5. Kevin Mumper (KTM).

60: l. Shawn Clark (Kaw); 2. Rick Miller (Kaw); 3. Jacob Lustig (Kaw); 4. Justin Hoadley (Kaw); 5. Chelsi Dunkelbarger (Kaw).

80 JR: l. Shawn Clark (Suz); 2. Anthony Weber (Suz); 3. Scott Gabor (Kaw); 4. Rick Miller (Kaw); 5. Daniel Biba (Hon).

80 SR: l. Charlie Dagner (Kaw); 2. Dustin Lustig (Suz); 3. Robert Rollins (Suz); 4. Matt Vodick (Kaw); 5. Jared Smith (Kaw).

BEG: l. Vince Jones (Hon); 2. Bill Meeks (Suz); 3. Brian Hopper (Suz); 4. Jerry Sexson (Suz); 5. Ricky Frohbieter (Hon).

WMN: l. Hally Whitecotton (Yam); 2. Chelsi Dunklebarger (Suz); 3. Terri Lawhead (Kaw).

SCHBY: l. Ben Graves (Suz); 2. Joey Brewer (Kaw); 3. Hally Whitecotton (Yam); 4. Tom Johnson (Suz).

14-24: l. Matt Wilson (Hon); 2. Mark Diesser (Hon); 3. Ben Cirgin (Suz); 4. Mark Hollingsworth (Kaw); 5. Nate Eslinger (Kaw).

16-24: l. Mike Hoffman (Kaw); 2. Kevin Lampe (Yam); 3. Jason Reich (Yam); 4. Brian Stapieto (Kaw); 5. Brett Pedone (Hon).

125 C: l. Brandon Petty (Hon); 2. Noah Bryan (Suz); 3. Dave Schauffjer (Suz); 4. Lee Peters (Yam); 5. Adam Clark (Yam).

125 B: l. Nick Spieowski (Hon); 2. Chris Schumlbach (Kaw); 3. Tim Everhart; 4. Ben Cirgin (Suz).

125 A: l. Todd Sheedy (Suz); 2. Marty Vaughn (Hon); 3. Tim Damron (Hon); 4. Rod Marshall (Suz); 5. Jeff Baker (Yam).

250 C: l. Dane Lawhorn (Hon); 2. Matt Siples (Kaw); 3. Rick Stienbach (Yam); 4. Mitchell Stortzum (Hon); 5. Mark Hollingsworth (Kaw).

250 B: l. Nick Spierowski (Hon); 2. Chris Schumbach (Kaw); 3. Jeremy Brewington (Hon); 4. Matt Wilson (Hon); 5. Kris Parrett (Suz).

250 A: l. Todd Sheedy (Suz); 2. Jim Randa (Hon); 3. Tim Hawthorne (Hon); 4. Jeff Hill (Kaw) 5. Kevin Lampe (Yam).

OPEN: l. A.J. Waggoner (Hon); 2. Loren Cook (Hon)

25+: l. Jim Randa (Hon); 2. Jeff Hill (Kaw); 3. Rod Marshall (Suz); 4. Dave Brill (Hon); 5. Doug Lykins (Suz).

30+ B: l. Tim Smith (Kaw); 2. Gary Janssen (Hon); 3. Scott Ripey (Kaw); 4. Frank Curley (Yam); 5. Joe McClain (Yam).

30+ A: l. Dave Brill (Hon); 2. Jay Johnson (Yam); 3. Gray Gabbert (Hon); 4. Tim Bares (Kaw) 5. Rich Poplawski (Hon).

35+: l. Jay Johnson (Yam); 2. Rich Poplawski (Hon); 3. Gary Adams (Yam); 4. Cameron Cumpston (Yam); 5. Gray Gabbert (Hon).

40+: l. Gary Peak (Yam); 2. Dave Schumway (Kaw); 3. Loren Cook (Hon); 4. Dave Antolak (Kaw); 5. Don Hachmeister (Kaw).

Blazek blazes at Metcalf MX

By John Gola

SAN JOSE, CA, MAR. 24

Greg Blazek traveled all the way from central Oregon to take top honors in the Sportsman 250cc and 500cc Expert races at Metcalf Park, round two of the AHRMA Norcal Series, and also got to watch his son Zach win the 125 and 250cc Novice classes.

Neither win came easy for Greg. In the 500cc race, he went elbow to elbow with David Dotson for much of the five laps until squeezing by to take the lead.

Blazek's chances in the 250cc class looked dim when he was knocked down in turn one of the first moto. From last place he wasn't able to get around George Golling, but made up for it in the second moto by leading start-to-finish.

In addition to the Blazek clan, double class winners included Jeff Naff, Larry Madrigal, and Rob Poole. Bill Knight and his Norton turned in two flawless rides to take the Premier Open Twins race, and Peter Cruttenden showed everyone how to ride a little 250cc BSA quickly.

Al Wenzel and a crew of volunteers worked hard to put on the day's events. Rob Poole brought his own bulldozer and, with a very limited amount of time, groomed the track to make it more vintage-friendly and safe.

Results

PREM L/W INT: 1. Larry Madrigal (BSA).

PREM 500 EX: 1. Rob Poole (BSA) 2. Mike Atkins.

PREM 500 INT: 1. Larry Madrigal (BSA) 2. John McCoy (Hus); 3. Phil Radford (BSA).

PREM 500 NOV: 1. John Koch.

PREM OPEN TW EX; 1. Bill Knight (NOR) 2. Ken Corpe (BSA); 3. Danny Davies.

CLSSC 125 INT: 1. Harry Bellicitti (Hus); 2. Doyle Cook (Ric); 3. Rich Dominguez (Puc); 4. Gerald Mauricio (DKW); 5. Richard Yamane (KTM).

CLSSC 125 NOV: 1. Mike Folena (Ric).

CLSSC 250 EX: 1. Peter Cruttenden (BSA).

CLSSC 250 INT: 1. John Ford; 2. John Gulliford (Oss).

CLSSC 250 NOV: 1. Hank Wenzel (Gre).

CLSSC 500 EX: 1. Mike Atkins.

CLSSC 500 NOV: 1. Kay Mann (BSA).

SPTSMN 125 INT: 1. Steve Gibson (Hon); 2. Ric Russell (Hon).

SPTSMN 125 NOV: 1. Zach Blazek (Yam); 2. Greg Kendrick (Bul).

SPTSMN 250 EX: 1. Creg Blazek (Yam); 2. George Golling (Bul).

SPTSMN 250 INT: 1. Jeff Naff (Hon); 2. Paul Miller (Hon); 3. Scott Bowman (Hon); 4. Steve Aday (Hon); 5. Noel Agajan (Bul).

SPTSMN 250 NOV: 1. Zach Blazek (Hon); 2. Frank Rodgers (Yam); 3. Greg Kendrick (Bul); 4. Bryan Wenzel (Hus); 5. Sean Dotson (Kaw).

SPTSMN 500 EX: 1. Greg Blazek (Mai); 2. David Dotson (KTM); 3. Randy Hanson (Hus).

SPTSMN 500 INT: 1. Jeff Mullens (Mai); 2. Paul Fonseca (Hon); 3. Tyler Muttersbach (BSA); 4. Michael Knight (Yam); 5. Joe McCoy (Hus).

SPTSMN 500 NOV: 1. David Starr (Yam); 2. Don Kelley (CZ); 3. Howard Johnson (BSA); 4. Greg Kendrick (Bul); 5. Mike Lightfoot (BSA).

SPTSMN OPEN TW EX: 1. Matt Rohr; 2. Bill Knight (Nor); 3. Ken Corpe (BSA).

SPTSMN OPEN TW INT: 1. Joel Sweeney (Tri); 2. Manuel Daten (Tri); 3. Ron Dotson (Tri).

SPTSMN OPEN TW NOV: 1. Denis Van Gundy; 2. Bill Rianda (Tri).

WOMEN INT: 1. Deborah Poole (CZ).

WOMEN NOV: 1. Ellen Voermans (Hon); 2. Sara Lightfoot.

EX (30+): 1. David Dotson (KTM).

INT (30+): 1. Jeff Naff (Hon); 2. Clark Sumner (Suz); 3. Scott Bowman (Hon); 4. Paul Miller (Hon); 5. Tyler Muttersbach (BSA).

NOV (30+): 1. David Starr (Yam); 2. Michael Ervin (Hus).

EX (40+): 1. Rob Poole (BSA); 2. George Goning (Bul); 3. Randy Hanson (Hus).

INT (40+): 1. Ric Russell (Hon); 2. Henry Lebsock (Hon); 3. Harry Bellicitti (CZ); 4. Rich Dominguez (CZ); 5. Doug Manning (Bul).

NOV (40+): 1. Howard Johnson (BSA); 2. Bob White (Mai); 3. Mike Folena (Hon); 4. Mike Lightfoot (BSA); 5. Deborah Poole (CZ).

EX (50+): 1. Danny Smart (Hus); 2. Danny Davies; 3. John Geer (BSA); 4. Ron Dotson.

INT (50+): 1. Al Behmer (Kaw); 2. Richard McCormick (Hon); 3. Al Saldivar (Yam); 4. Don Kelley (CZ).

NOV (50+): 1. Steve Lacey; 2. Steve Churchill (Hus); 3. Kay Mann (BSA); 4. Chuck Herron (BSA).

Winburn wins at Blockbuster MX

By Robert Van Damme

SAN BERNARDINO, CA, MAR. 17

Brian Winburn took the overall win in the 125cc Beginner division at the third round of the Blockbuster Motocross series at Glen Helen Raceway.

Karl Pitman Jr. had a slight advantage at the start of the first moto, but as the riders came through the whoop section it was Dave Riley with the lead, followed by Winburn, Mark Wickham, Garth Tarlow and Pitman. Winburn took over the top spot on the start of the second lap, but as they came into the infield section Winburn slid out in a corner letting Riley and Tarlow go by for first and second respectively. Winburn was able to get back up for third as a hard-charging Wes Burr had made his way up to third from a poor start. Winburn outpaced Tarlow for second as they made their way up "Sky Jump." Winburn had a faster pace going than the leader Riley and caught up to challenge as they passed the scoring section. Riley used the most popular lines on the course, forcing Winburn to zigzag to find a way around him. Winburn had the inside position going into the right-hand U-turn. From there it was clear sailing as Winburn took the win, with Mey second, followed by Tarlow, Burr and Chris Ilustre.

The second moto saw Winburn take the holeshot followed by Roger Burgett and Tarlow. The John Burr Cycle-sponsored Winburn remained in front as they came off "Animal Leap," but Tarlow was now in second with Wickham, Burr and Burgett rounding out the top five. Riley had his work cut out for him as he started out 10th. Winburn easily took the win. "All I can tell you is that it was really rough out on the track in the second moto, and now I'm tired," said a winded but happy Winburn. Behind Winburn at the finish was Tarlow, Wickham, Burr, Riley and Ilustre.

(Above left) David Dotson (51V) put up a good fight in Sportsman 500cc Expert-class racing at round two of the AHRMA Norcal Series in San Jose, California, but Greg Blazek (69) squeezed by for the win.
(Above) Ty Kady, winner of the 125cc and 250cc Pro classes at the third round of Blockbuster Motocross Series in San Bernardino, California, shows that he can can-can over a double jump on the main straight.

Results

P/W (7-8): 1. Sean Borkenhagen (KTM); 2. Gerald Rodriguez (KTM); 3. Damien Lopez (Yam); 4. Andrew Yamell (Yam); 5. Bobby Hesse (KTM).

60 (0-8): 1. Jeff Loop (Kaw); 2. Jared Minor (Kaw); 3. Justin Workman (Kaw); 4. Marc Abernathy (Kaw); 5. Sean Borkenhagen (Kaw).

60 (9-11): 1. Kyle Foltz (Kaw); 2. Justin Wilson (Kaw); 3. Adam Benavides (Kaw); 4. Andrew Petrie (Kaw); 5. Bryan Huth (Kaw).

80 BEG: 1. Jason Terry (Yam); 2. Brad Huth (Kaw); 3. Ben Ramsaran (Yam); 4. Vincent Benavides (Hon); 5. Jorge Perez (Yam).

80 NOV: 1. Ross Garcia (Yam); 2. Jake Elkins (Kaw); 3. Matt Condon (Yam); 4. Jeremy Keiper (Suz); 5. David Sullins (Yam).

80 INT: 1. Dylan Lord (Hon).

125 BEG: 1. Brian Winburn (Hon); 2. Garth Tarlow (Suz); 3. Dave Riley (Suz); 4. Wes Buff (Hon); 5. Mark Wickham (Suz).

125 NOV: 1. Dusty Walters (Yam); 2. Brian Barker (Suz); 3. Chris Thompson (Suz); 4. Franklin Zeigler (Yam); 5. Jose Polasek (Hon).

125 INT: 1. Danny Montoya (Suz); 2. Mike Gibson (Hon); 3. Marty Madsen (Kaw); 4. Tyson Taylor (Hon); 5. David Ramsey (Suz).

125 PRO: 1. Ty Kady (Suz); 2. Tyler King (Hon); 3. Joe Amott (Hon); 4. Nick Mairose (Suz).

250 BEG: 1. Dominic Gayton (Suz); 2. Ernest Sanchez (Yam); 3. Todd Heagstedt (Yam); 4. Scott Guthrie (Hon); 5. Mike Daniels (Yam).

250 NOV: 1. Kevin Coleman (Hon); 2. Vince Poff (Yam); 3. Kevin Guthrie (Kaw); 4. Cole Townsend (Hon).

250 INT: 1. Danny Montoya (Suz); 2. Lance Rickard (Suz).

250 PRO: 1. Ty Kady (Suz); 2. Tim Sharp (Hon); 3. Joe Amott (Hon); 4. Ed Redman (Hon).

JR VET EXP: 1. Rich Truchinski (Hon); 2: Ed Redman (Hon);

JR VET NOV: 1. Jay Pavlovec (Yam); 2. Mondo Duran (Suz); 3. Mike Daniels (Yam).

VET BEG: 1. Tim Wyant (Hus); 2. John Hutchison (Yam); 3. Bill Jackson (Hon); 4. Rick Huth (Hon); 5. Isaac Lopez (Hon).

VET NOV: 1. Randy Rush (Hon); 2. David Bames (Hon); 3. Mike Altenhofel (Hon); 4. Jeff Del Villar (Hon); 5. Jimmy Matiasevich (Kaw).

VET INT: 1. Scott Wilkinson (Suz); 2. Marv Church (Yam); 3. Brett Allen (Hon).

VET EX: 1. Chad Blough (Hon); 2. Rich Truchinski (Hon); 3. Bob Maxwell (Hon); 4. Ian Fitz-Gibbon (Suz); 5. John Whitaker (Hon).

SR BEG: 1. Tim Williams (Hon); 2. Steve Cobb (Suz); 3. Nestor Sanchez (Kaw); 4. David Carroll (KTM).

SR NOV: 1. Tom Eberly (Hon); 2. Pete Andrews (Kaw); 3. Ray Simmons (Hon); 4. Nick Campion (Yam).

SR EX: 1. Alan Kent (Yam); 2. Dennis Boulware (TM); 3. Chuck Duran (Suz); 4. Jack Roten (Yam); 5. Wayne Carey (Hon).

Snow dogs Coyote Raceway Motocross

By Stacy Jensen

COLORADO SPRINGS, CO, MAR. 17

The luck of the Irish turned bad on St. Patrick's day as what started out to be a day of great racing racing turned into a nightmare for promot-

ers Byron and Joyce Wolf when snow fell at Coyote Raceway.

The morning program had been cool for spectators with overcast skies, but for racers it was fantastic with two separate tracks that were groomed and challenging. Coyote Raceways had worked hard to please riders and spectators alike with new changes both on and off the track. Over 275 riders had participated in the morning program and the morning's final race was set to begin when the riders on the track in the Open Pro class started disappearing from view as a white-out with blizzard conditions hit, leaving riders with no option but to try to stay on the track and finish.

Skies cleared briefly and the remaining class was run with snow flurries and high winds blowing. The afternoon program was placed on hold while riders and spectators waited to see if the weather would clear. After waiting an hour, the SRAC officials made the decision to cancel the remaining races for safety issues.

Results

50 NOV: 1. Thomas Suman (LEM); 2. Ike Jost (LEM); 3. Justin Jobe (KTM).

125 NOV: 1. Tim Iovenella (Yam); 2. Donny Conley (Suz); 3. Michael Romero (Yam); 4. Tyler Alexander (Kaw); 5. Mike Kay (Suz).

125 AM: 1. Arthur Morensteaz (Yam); 2. Chad Zulian (Kaw); 3. Landon Moody (Suz); 4. Jarrod Fessler (Suz); 5. Erik Jansen (Suz).

125 PRO: 1. Andy Atkins (Kaw); 2. Chad Wollaston (Yam); Shawn Morgan (Kaw); 3. Jeremy Hinrichs (Kaw); 4. Jason Hurtado (Hon); 5. Paul Lindsey (Kaw).

250 NOV: 1. Todd Alexander (Kaw); 2. Spike Priestly (Yam); 3. Greg Wertz (Hon); 4. Virgil Sampson (Suz); 5. Doug O'Neill (Yam).

OPEN NOV: 1. Steve Tambone (Yam); 2. Ray Mandel (Yam); Maple Taylor (Suz); 3. Doug O'Neil (Yam); 4. Mike Kay (Suz); 5. Graig Buck (Yam).

OPEN AM: 1. Keith Larson (Hon); 2. Tom Kendrick (Hon); 3. Daniel Huffinan (Suz); 4. Jeff Brewster (Hon); 5. Darin McDonald (Kaw).

OPEN PRO: 1. Kip Sandell (Yam); 2. Andy Atkins (Kaw); 3. Mike Reswell (Hon); 4. Jeremy Henrichs (Kaw); 5. Wayne Balliett (Yam).

VET AM: 1. Jeff Suffuseers (KTM); 2. Joe Arnold (Kaw); 3. Pete Bannister (Yam); 4. Randy Shumard (Hon); 5. Michael DeScenzo (Yam).

SR EX: 1. Dwight Catalono (Yam); 2. Monty Don Kyle (KTM); 3. Bruce McGrew (Kaw); 4. Dan Greenwood (Yam); 5. Shawn Smith (Yam).

Heemsbergen soars at Firebird Sprints

By Michael Ross

PHOENIX, AZ, MAR. 23-24

"I wanted it bad," said 27-year-old Roger Heemsbergen when asked how he managed to win in the Unlimited GP race during round two of the CCS Southwest Sprint Series at Firebird Raceway.

Roger may have wanted to win, but there were 16 other racers who wanted to win just as badly. One of those racers was Greg Perry, who is carrying the number-one plate. Greg led the start of the Unlimited GP and looked like a shoo-in for the win after pulling a two-second lead over Heemsbergen, but on lap four Perry low-sided in turn 11 and it looked like his race was over. By sheer determination, Perry saved it after sliding along on the left engine cover and then propping his Kawasaki back up on its wheels with his elbow and knee.

"When my superbike blew its motor in Unlimited Superbike, I had to use my super-sport bike, and I didn't have time to change the tires so the tires were gone. I couldn't believe I saved it. I put a hole in my leathers at the knee and almost went through at the elbow, too."

Perry may have made the save of his career, but it allowed Heemsbergen and a charging John Hilton to take over first and second place. Hilton, riding his CBR900RR, took second at the checkered flag less than a second behind Heemsbergen. "I had a bad year last year and ended up on my head so many times I used up all my spare helmets, so I'm just trying to get in as many laps as possible and get my timing and rhythm back," Hilton explained. The affable Dana Point, California, resident raced a total of eight events this weekend.

Results

U/L S/SPRT EX: 1. A.J. Amman (Yam); 2. Cid Lopez (Yam); 3. Joseph Demko (Kaw); 4. Steve Jensen (Kaw); 5. Fred Schell (Kaw).

H/W S/SPRT EX: 1. Greg Perry (Kaw); 2. Fred Schell (Kaw); 3. Mark Ledesma (Hon); 4. Joseph Demko (Kaw) ; 5.Steve Jensen (Kaw).

H/W S/SPRT AM: 1. Sammy Richards (Kaw); 2. Chris Sirizzotti (Suz); 3. Steve Highland (Kaw); 4. Joshua Hopson (Kaw); 5. Justin Mires (Kaw).

M/W S/SPRT EX: 1. Roger Heemsbergen (Hon); 2. Greg Perry (Kaw); 3. Harold Winkles (Hon); 4. Mark Ledesma (Hon); 5. Joseph Demko (Hon).

M/W S/SPRT AM: 1. Francis Bizzarro (Hon); 2. Sammy Richards (Kaw); 3. William Gates (Hon); 4. Curt Loch (Kaw); 5. Joshua Hopkins (Kaw).

L/W S/SPRT EX: 1. David Stansel (Kaw); 2. Lavaughn Montgomery (Yam); 3. Leonard Kirschner (Yam); 4. John Hilton (Yam).

L/W S/SPRT AM: 1. Joseph Camacho (Suz); 2. Scot Welch (Kaw); 3. Scott Fisher (Hon).

U/L S/BK EX: 1. David Duprey (Suz); 2. Thomas Hull (Duc) 3. A.J. Amman (Yam); 4. Mark Ledesma (Hon); 5. John Hilton (Hon).

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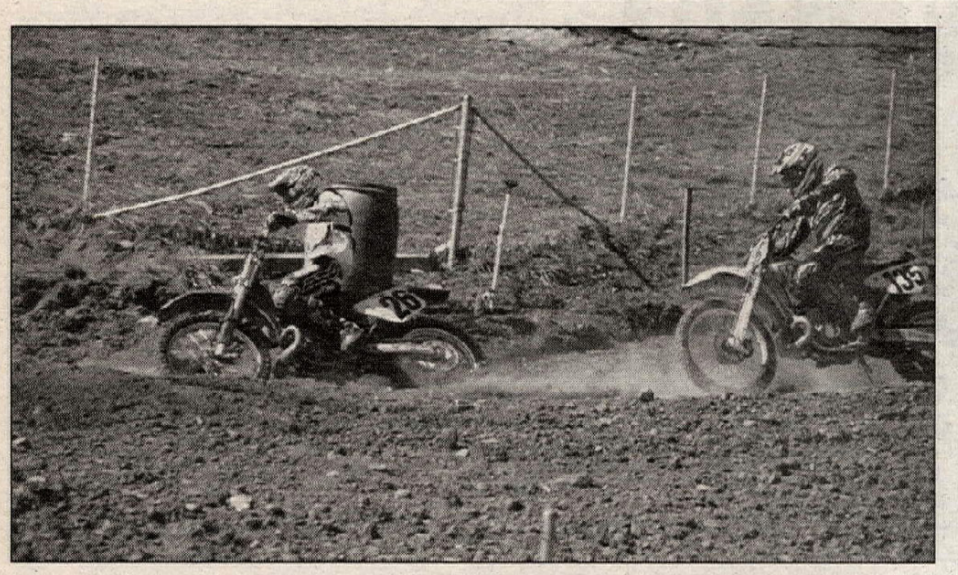

Mitchell Hodges (26) led Brian McElroy (135) early in the second moto of 250cc A-class racing in Dansville, Virginia, at the first round of the U.S. Eastern Pro-Am Motocross Spring Series, but McElroy would pass to win the race and the overall.

H/W S/BK EX: 1. A.J. Amman (Yam); 2. Fred Schell (Kaw); 3. John Hilton (Duc); 4. James Romero (Hon).

H/W S/BK AM: 1. Steve Highland (Kaw); 2. Chris Sirizzotti (Suz); 3. Brian Poulson (Suz); 4. Kevin Mackie (Suz); 5. Justin Mires (Kaw).

M/W S/BK EX: 1. Greg Perry (Kaw); 2. Roger Heemsbergen (Hon); 3. Harold Winkles (Hon); 4. James Cox (Yam); 5. John Jewett (Hon).

M/W S/B AM: 1. Francis Bizzarro (Hon); 2. Jason Ordzywolski (Hon); 3. William Gates (Hon); 4. Sammy Richards (Kaw); 5. Jason Hopson (Kaw).

L/W S/BK EX: 1. David Stansel (Kaw); 2. Lavaughn Montgomery (Yam); 3. John Hilton (Yam); 4. Mark DiPietro (Yam); 5. Leonard Kirschner (Yam).

L/W S/BK AM: 1. Joseph Camacho (Suz); 2. Paul Cottrell (Kaw); 3. Sebastian Ottman (Yam); 4. William Rueth (Yam); 5. Thomas Hagan (Hon).

U/L GP: 1. Roger Heemsbergen (Hon); 2. John Hilton (Hon); 3. Greg Perry (Kaw); 4. David Duprey (Suz); 5. Thomas Hull (Duc).

M/W GP EX : 1. Roger Heemsbergen (Hon); 2. John Jewett (Hon); 3. James Cox (Yam); 4. Charles Dixon (Hon); 5. Samuel Carnibucci (Yam).

M/W GP AM: 1. Jason Ordzywolski (Hon); 2. Kevin McLeod (Hon); 3. William Bush (Hon); 4. Sammy Richards (Kaw); 5. Joshua Hopkins (Kaw).

L/W GP EX: 1. Troy Galloway (Hon); 2. John Hilton (Yam); 3. Leonard Kirschner (Yam); 4. David Stansel (Kaw); 5. Mark DiPietro (Yam).

L/W GP AM: 1. Gerald Reeves (Kaw); 2. Scot Welch (Kaw); 3. Terry Henkels (Kaw).

H/W S/TW EX: 1. Thomas Hull (Duc); 2. John Hilton (Duc); 3. David Stansel (Kaw); 4. Ed Abdo (Hon); 5. Robert Gonzales (Duc).

H/W S/TW AM: 1. Jason Schultz (Hon).

US TW SPRT: 1. Jody Hendley (H-D).

L/W S/TW EX: 1. William Munn (Suz); 2. Ed Abdo (Hon); 3. David Stansel (Kaw); 4. Blair Taylor (Kaw); 5. Robert Gonzales (Duc).

L/W S/TW AM: 1. Paul Cottrell (Kaw); 2. Scott Fisher (Hon); 3. Gerald Reeves (Kaw).

SPTSMN EX: 1. William Munn (Suz); 2. David Stansel (Kaw).

SPTSMN AM: 1. Paul Cottrell (Kaw); 2. Sebastian Ottmann (Yam); 3. Scot Welch (Kaw); 4. Jena Rueth (Yam); 5. Jason Colon (Yam).

125 GP EX: 1. Troy Galloway (Hon).

SOLO GTO EX: 1. Thomas Hull (Duc); 2. John Hilton (Hon); 3. Cid Lopez (Yam); 4. Steve Jensen (Kaw); 4. Charles Mitchell (Hon); 6. Fred Schell (Kaw).

SOLO GTO AM: 1. Cory Andrews (Hon); 2. Jason Parker (Hon); 3. Steve Highland (Kaw); 4. Kevin Mackie (Suz); 5. Brian Poulson (Suz).

SOLO GTU EX: 1. Greg Perry (Kaw); 2. Mark Ledesma (Hon); 3. Mike Klein (Hon); 4. John Jewett (Hon); 5. Marc Luedecke (Hon).

SOLO GTO AM: 1. Francis Bizzarro (Hon); 2. Jason Ordzywolski (Hon); 3. Cass Morgen (Hon); 4. William Bush (Hon); 5. Miles Smith (Hon).

Miller masters Minis at Fernley Motocross

By Bob Fabel

FERNLEY, NV, MAR. 17

Dustin Miller dusted the 80cc Intermediate class at round two of the Northern Nevada Motocross Spring Series at Fernley International Raceway.

In the first moto, Dustin Miller nailed the holeshot and waged an on-the-gas, on-the-pegs attack of the technical track. The track had many jumps with turns following, some in loose sand. Miner was inspired to an aggressive approach that paid off. Mike Mason and Drake McElroy traded places halfway through the race to finish second and third.

After Miller's father replaced a thrashed rear sprocket, Miller again showed good form as he holeshot the start and led to the finish. Mason, McElroy and Bailey followed. McElroy was close behind Mason as they went through the rockers, but lost his position to Bailey.

"I tripled and the bike slipped out and I went down," said McElroy. "That's when Bailey passed me." McElroy was up and on the gas, passing Bailey to regain third just before the finish line on lap three.

The first moto of the 80cc Junior class saw Kenny Bell out of the first turn in the lead. Travis Vizino had second for two laps but made a mistake at the start of the third lap when he went off the track. Nick Jaffet took over second and held off Vizino's attack to the finish.

Jarret holeshot the second moto, but could not hold off Bell's charge. Jarret ran second for two laps until a crash put him at the back of the pack. Tommy Jean came alive and put a nice inside pass on Jesse McDonald in a left-hand sweeper. Jean raced in second to the end of the moto. His 4-2 score was good for second overall.

Results

P/W: 1. Kyle Stamback (Kaw); 2. Joel Grosskopf (Suz); 3. Normajean Jean (Yam); 4. Doug Nessler (KTM); 5. Chris Walton (KTM).

60: 1. Kyle Ritter (Kaw); 2. Jimmy Hazel (Kaw); 3. Jerome Kleatnes (Kaw); 4. Tony Lavezzo (Kaw); 5. Joel Grosskopf (Kaw).

80 BEG: 1. John White (Hon); 2. Josh Rytter (Yam); 3. Derick Barger (Kaw); 4. Cody McElroy (Hon); 5. Tommy Cook (Hon).

80 JR: 1. Kenny Bell (Yam); 2. Tommy Jean (Suz); 3. Travis Vizino (Suz); 4. Nick Jarrett (Hon); 5. Jesse McDonald (Hon).

80 INT: 1. Dustin Miller (Hon); 2. Mike Mason (Suz); 3. Drake McElroy (Hon); 4. Anthony Bailey (Suz).

125 BEG: 1. Dustin Estherly (Yam); 2. John Canning (Yam); 3. Chad Tranberg (Kaw); 4. Cole Thurston (Kaw); 5. Chris Hendricks (Kaw).

125 JR: 1. Nathan Tiearney (Suz); 2. Adam Portue (Suz); 3. Dale Lundeen (Hon); 4. Matt Buyton (Hon); 5. Dustin Miller (Hon).

125 INT: 1. Ty Carson (Suz) 2. Jason McNeil (Yam); 3. Mike Slipevich (Hon); 4. Jimmy Wilson (Kaw); 5. Ed Zinda (Suz).

250 BEG: 1. Kelly Crist (Kaw); 2. John Ager (Kaw); 3. Kenny Pirkle (Hon); 4. Gaty Sowle (Hon); 5. Bob Lamb (Kaw).

250 JR: 1. Doug Force (Hon); 2. Jeremy Evans (Hon); 3. Craig Olson (Kaw); 4. Wes Moffitt (Kaw).

250 INT: 1. Justin Mastalka (Suz); 2. Ray Marshall (Yam); 3. Ty Carson (Suz); 4. Kevin Roach (Hon); 5. Jon Vamer (Hon).

VET JR: 1. Wes Moffitt (Kaw); 2. Eddie Moore (Hon); 3. Glen David (Hon); 4. Teny Wanger (Hon); 5. Dan Miffs (Kaw).

VET INT: 1. Cooper Stubbs (Kaw); 2. Mark Peters (Hon); 3. Richard Manschreck (Hon); 4. John Malchaski (Hon); 5. Will Coats (Yam).

OT B: 1. Bob Fabel (Hon); 2. John Miller (Kaw); 3. Jeff Carson (Suz); 4. John Dirickson (Hon); 5. Charlie Grant (Hon).

OT A: 1. Rich Thorwaldson (Hon); 2. Larry Brown (Hon); 3. Pete Vandenberg (Hon); 4. Scott Sutter (Hon); 5. Robert Coholan (Yam).

PRO: 1. Brian Elder (Hon); 2. Scott Stillmock (Hon); 3. Kenny Lash (Hon).

VET PRO: 1. Rick Woodson (Hon); 2. Ed McCoy (Kaw); 3. Mike Riddle (Hon); 4. Rich Thorwaldson (Hon); 5. Tim Dyer (Hon).

Slate chalks up victory at Birch Creek Motocross

By Jay and Sharon Hauser

DANVILLE, VA, MAR. 24

Patrick Slate and Brian McElroy split the 125cc A-class moto wins at the first round of the U.S. Eastern Pro-Am Motocross Spring Series at Birch Creek, with Slate scoring the overall.

McElroy hammered his way to two class victories and a second overall on the day, starting with a sweep of the Over 25 A class. Gaylon Dickson and Rob McWhorter rounded out the top three.

In the first 125cc A-class moto, McElroy posted the win over Slate, but Slate was able to make the best of a McElroy crash in moto two and came away with the win. Mitchell Hodges rounded out the top three.

McElroy ran into some trouble in the 250cc A class, going down at the start of moto one while Dickson grabbed the holeshot over Troy Brewer and David Price. Hodges had fourth ahead of local Allen Alford. McElroy could work himself up no further than fourth by moto's end, due in part to the tremendous battle up front among Brewer, Dickson and Hodges. Brewer had made the pass on Dickson at the end of lap two. The three riders started the last lap with less than a bike length between first and third. Brewer showed the way through the lower whoops when Hodges took a spill, leaving the fight for the win to just two. Brewer held on for a photo finish at the checkers over Dickson, and Price passed past McElroy for third. Hodges recovered to round out the top five.

Hodges came back in moto two to grab the holeshot, McElroy glued to his rear fender. Tilden Styron was in third. Price was working on Styron while doing his best to hold off Slate. McElroy was soon past Hodges and pulling out a comfortable lead. Hodges settled into second with a small lead over Styron and Price. Price made his move to third on lap three and the top five finishing order was set, McElroy with the win over Hodges, Price, Styron and Slate, giving McElroy the overall.

Results

50 (4-6): 1. Davin Price (LEM); 2. Matthew Pieison (LEM); 3. Devon Pilkington (KTM); 4. David Barker (KTM); 5. Stephen Summers (KTM).

50 (7-8): 1. Tyler Shumate (Cob); 2. Ryan Fitzwater (LEM); 3. David Mitchell (KTM).

60: 1. Michael Willis (Kaw); 2. Steven Dailey (Kaw); 3. Chase Shumate (Kaw); 4. Randy Newkirk (Kaw); 5. Matthhew Boyer (Kaw).

80 (1-11): 1. B.J. Huntsinger (Suz); 2. Michael Willis (Suz); 3. Adam Ward (Suz); 4. Brian Nickelston (Yam); 5. Blake Hovis (Hon).

80 (9-13): 1. Corey King (Suz); 2. Nicholas Warner (Suz); 3. Justin Gibbs (Kaw); 4. B.J. Huntsinger (Suz); 5. Wesley Sapp.

80 (12-15): 1. Aaron Lindsey (Kaw); 2. Jered Black (Yam); 3. Thomas Parsons (Hon); 4. James Garrett (Suz); 5. Bobby Ranker (Suz).

80 D: 1. Chris Culler (Kaw); 2. Randy Newkick (Suz); 3. Bryan Walker (Suz); 4. Chris Nual (Suz); 5. Michael Thomas (Kaw).

S/MINI: 1. Aaron Lindsey (Kaw); 2. Jered Black (Yam); 3. Cory King (Suz); 4. Justin Gibbs (Kaw); 5. Jason Laplanti (Hon).

125 A 1. Patrick Slate (Hon); 2. Brian McElroy (Yam); 3. Mitchell Hodges (Kaw); 4. Bobby Stovall (Kaw); 5. Terry Kennedy (Hon).

125 B: 1. Aaron Day (Hon); 2. Josh Capps (Kaw); 3. Mark Wagnor (Kaw); 4. Daniel Dailey (Hon); 5. Troy Crisp (Suz).

125 C D-1: 1. Mike Neal (Yam); 2. Don Hayes (Kaw); 3. Jimmy Long (Hon); 4. Ray Ward (Kaw); 5. Martin Pence (Kaw).

125 C D-2: 1. Brandon Cline (Suz); 2. Barry Shiver (Kaw); 3. Chuck Cooper (Suz); 4. Len Lewallen (Hon); 5. Jason Weeks (Suz).

125 D: 1. Steven Willard (Suz); 2. Jason Laplante (Hon); 3. Paul Latshaw (Hon); 4. Jamie Chesson (Hon); 5. William Lackey (Hon).

250 A: 1. Brian McElroy (Yam); 2. David Price (Yam); 3. Mitchell Hodges (Kaw); 4. Gaylon Dickson (Yam); 5. Troy Brewer (Hon).

250 B : 1. Mark Wagnor (Kaw); 2. Troy Crisp (Suz); 3. Terry Finkle (Yam); 4. Travis Sharpe (Suz); 5. Brad Edwards (Suz).

250 C : 1. Kyle Richardson (Kaw); 2. Brandon Williams (Hon); 3. Jason Hartness (Kaw); 4. Shannon Buckey (Yam); 5. Tony Burgess (Kaw).

250 D; 1. Bill Campbell (Kaw); 2. Barry Carpenter (Hon); 3. William Lackey (Hon); 4. Edward Tindal (Yam); 5. Robert Sumontox (Suz).

SCHBY: 1. Josh Capps (Kaw); 2. Aaron Day (Kaw); 3. Jered Black (Yam); 4. Scott Gibson (Suz); 5. Brandon Hankins (Yam).

25+ A: 1. Brian McElroy (Yam); 2. Gaylon Dickson (Yam); 3. Rob McWhorter (Hon); 4. Vann Gibson (Hon); 5. Scott Shipley (Suz).

25+ B: 1. Nelan McFarland (Kaw); 2. Robert Talbott (Yam); 3. David Anderson (Hon); 4. Lee Sutton (Hon); 5. Thomas Jennings (Suz).

25+ C: 1. Russ Pickett (Hon); 2. Jay Lankford (Yam); 3. Thomas Stover (Yam); 4. Marshall Finch (Hon).

30+ A: 1. Scott Shipley (Suz); 2. Vann Gibson (Hon); 3. Sonny Mitchell (Kaw); 4. Jay Hauser (Hon); 5. Brad Crouch (Suz).

30+ B: 1. David Perrin (Hon); 2. Paul Mundt (Hon); 3. William Hobson (Yam); 4. Thomas Jennings (Suz); 5. Sandy Fulk (Suz).

30+ C : 1. Jay Lankford (Yam); 2. Dean Herrin (Hon); 3. Russ Pickett (Hon); 4. John Moore (Hon); 5. James Goin (Hon).

35+: 1. Sonny Mitchell (Kaw); 2. Donnie Foster (Hon); 3. Paul Mundt (Hon).; 4. Nick Allen (Hon); 5. Thomas Perkins (Suz).

40+: 1. Sonny Mitchell (Kaw); 2. Ronnie Moran (Yam); 3. David Bell (Yam); 4. Greg Driscoll (Suz); 5. Isaac Jager (Hon).

OPEN B: 1. Denny Prilliaman (Kaw); 2. James Goin (Hon); 3. Dean Herrin (Hon); 4. John Moore (Hon); 5. Ron Green (KTM).

U/L: 1. Nick McAllister (Kaw); Jay Hauser (Hon); 3. Wesley Kite (Suz); 4. Jimmy Long (Hon); 5. Michael Duke (Suz).

Trials riders tied up in Hernando

By Brock Sattelmeier

HERNANDO, FL, MAR. 24

When the dust settled at round eight of the Florida Trials Association Championship Series at Hernando, Florida, several riders were tied for class wins.

The toughest contest to call was the Senior A class, in which the top three riders each carded four 1s. The rulebook was consulted, and the rider who went the longest without a penalty was awarded the win.

Promoted by the North Florida Trials Club, the event featured a long loop that routed riders to seldom-seen areas of some of the state's best riding terrain. The fourth-gear hillclimb areas were bypassed in favor of sections that featured hillside logs, big steps and several rock gardens. Good traction helped keep scores low, and single-digit loops were the order of the day making every dab count.

Anne Stites, one of the most popular riders in the FTA, had a strong ride to win the Beginner class over an ever-improving Jonathan Bell. The Novice-class win went to Dale Wenzel with Bill Hagen second by a single point over first-time competitor Glen Buzze.

Bob Vennel went clean the longest in the Senior B ranks to top Bill Sheffield in a nail-biter finish. They both completed the day with one point. Dave Hulse won the Senior A class the same way, leaving a frustrated Oscar Bustamante and Rick Pion second and third in the who-stayed-clean-the-longest tie breaker.

A big Intermediate class saw David Henderson take his new JTR250 to the front, with Lee Silas recording his best finish ever in second. A single point back was the unique handcrafted Honda of Richard Lomano.

Garry Dame gave his brand-new Scorpa a winning debut in the Advanced class. The bike was busy all day with test rides and left many favorably impressed. Mike Bell was only a single dab back after rearranging the rocks in section five. Someone suggested that Mike place Caterpillar stickers on his Beta after they saw him moving footlocker-size rocks with his rear tire. Brian Jones toughed out a sore knee to sew up third in class.

Results

BEG: 1. Anne Stites (Yam); 2. Jonathon Bell (Yam).

NOV: 1. Dale Wenzel (Yam); 2. Bill Hagen (Bet); 3. Glen Buzze (Apr); 4. Charlie Dahlstrom (Fan); 5. Steven Bell (Yam).

INT: 1. Dave Henderson (G-G); 2. Lee Silas (Bet); 3. Richard Lomano (Hon); 4. Chris Florin (Mon); 5. Lonnie Lykins (Fan).

ADV: 1. Garry Dame (Sco); 2. Mike Bell (Bet); 3. Brian Jones (G-G); 4. Doc Jenkins (Bet); 5. Donny Smith (Bet).

EX: 1. Brock Sattelmeier (Bet); 2. Jack Stites (G-G); 3. Marc Waller (Bet); 4. Carl Haller Jr. (Bet).

SR A: 1. Dave Hulse (Bet); 2. Oscar Bustamante (Mon); 3. Rick Pion (Yam); 4. Jim Berry (Apr); 5. Jeff Gunia (G-G).

SR B: 1. Bob Vennel (Fan); 2. Bill Sheffield (Bet); 3. Butch Davidson (Yam); 4. Dick Bechard (Mon).

Reynaud romps at White Rock Enduro

By Randy Presthus

CASS, AK, MAR. 24

Rusty Reynaud pulled off a close victory over Steve Leivan in the third event in the BJEC series at the Arkansas site of the 1994 Two-day qualifier.

Overcast skies promising rain greeted the more than 300 participants at key time and they were not to be disappointed. Shortly after the last rider left, a slow drizzle began that would later turn into a steady rain accompanied by dense fog.

The short loop ran 55 miles over excellent terrain characterized by hundreds of logs of all shapes and sizes littering the trail. The long course riders continued for another 40 miles and experienced challenging conditions as the rain began to fall in earnest about halfway through that loop.

Leivan had the better of Reynaud on tie breakers until the last section where he went a point down, 9-8. Checks were truly surprises in the dense fog as visibility dropped below 15 feet in the woods. Perennial Missouri Hare Scrambles Expert Allen Haynes easily took the A-class overall with 11 points dropped. The Arkansas Razorback Riders did an excellent job of checking riders in and out of sections, making it an outstanding event in spite of the conditions.

Results

O/A: 1. Rusty Reynaud

AA: 1. Steve Leivan; 2. Steve Travis; 3. Vincent Davis; 4. Chad Davis; 5. Tony Curtis.

O/A A: 1. Allen Haynes.

200 A: 1. Derek Zinchuck; 2. Gary Walkup; 3. Rick Owens; 4. Joe Beaver; 5. Thomas Costello.

250 A: 1. Jim Ingram; 2. Jamie Jennings; 3. Mark Kindaff; 4. Rich Richards.

OPEN A: 1. Steve Underwood; 2. Jim Browner; 3. Mike Shown; 4. Mark Schultz; 5. Leo Koch.

INT A: 1. Randy Williams; 2. Kenny Williams; 3. Doug Youngblood; 4. Bart Williams; 5. Freddie Thomas.

SR A: 1. Don Metz; 2. Bud Bieschke; 3. Wayne Beindorf; 4. Harold Compton; 5. Ron Shreve.

O/A SR SHORT: 1. John Boreing.

SR SPTSMN A: 1. Tony Oribuela; 2. Rick Robinette; 3. Randy Presthus; 4. Terry West; 5. Ken Thompson.

S/SR A: 1. Jerry Atchinson; 2. Lee Glenn; 3. Dane Marable; 4. Bob Pike; 5. Frank Leivan.

YTH A: 1. Jared Jackson; 2. Matt Coffin; 3. Mike Climer; 4. Jon Shoalmire; 5. Jacob Hill.

O/A B: 1. James Ellitt.

200 B: 1. Robert Schmidt; 2. Dale L. Rector; 3. Joshua Glenn; 4. Craig Kebodeaux; 5. John Dennington.

250 B: 1. Karl Gallette; 2. Rick Southard; 3. Douglas Jones; 4. Scott Monroe; 5. Slade Moriang.

OPEN B: 1. Randy Laudermilk; 2. Dale Willis; 3. Morris Warino; 4. John D. Hall; 5. Lee Mofritt.

INT B: 1. Ron Pack; 2. Micheal Ward; 3. John Burton; 4. Phil Templeton; 5. Kevin Hensley.

SR B: 1. Dan Wylie; 2. Tommy Johnson; 3. Jim Breckman; 4. John Pynes; 5. Mike Olson.

S/SR B: 1. Wiilliam Britt; 2. Richard Smith; 3. Bob Jones; 4. Jerry Southard; 5. Dale P. Rector.

YTH B: 1. Aron Willis; 2. Josh Weisenfels; 3. Clint Gann; 4. Clint Carr; 5. Chase Wilcox.

4-STRK LONG: 1. Kevin Boyle; 2. Dennis Nelson; 3. Gavin Hunt; 4. Sam Lorenz; 5. Jim Holub.

O/A C: 1. Gary Glidewell.

200 C: 1. Tyler Steele; 2. Brant McFadand; 3. Ben Knight; 4. Jeff Pasco; 5. Adam Bieschke.

250 C: 1. Drew Chandler; 2. Ashley Brandt; 3. Gary Hendrickson; 4. Stewart Hail; 5. Britt Fogg.

OPEN C: 1. Mark Kinslow; 2. Lonnie Thomas; 3. Jim Coleman; 4. Darren Johnson; 5. Hunter Klop.

SR C: 1. Don Paschal; 2. Clark Mier; 3. Les Blizzard; 4. John Kish; 5. Martin Willems.

INT C: 1. Tim Carr; 2. Jim Sudick; 3. Phillip Norman; 4. Todd Donaldson; 5. Elston Moore.

4-STRK SHORT: 1, Brian Selk; 2. Jett Freeman; 3. Buddy Rigg; 4. Lee Cromwell; 5. Jon Yarbrough.

S/55: 1. Clarence Bonifacius; 2. Paul Rodden; 3. Jerald Richards; 4. Marv Donaldson; 5. James Ealer.

WMN: 1. Lola Bullard; 2. Donna Moore; 3. Nancy Gibson; 4. Sara Cordes; 5. Michele Eidam.

Ebesu wins Wailua Motocross

By Dan Huna and William Smith

KAUAI, HI, MAR. 24

Keola Ebesu pulled off the overall win in the Semi Pro class at Wailua Motocross by defeating his rival John Ryan to earn the winner's share of the purse money that was being offered by The Garden Island Motorcycle Club.

Once again these two fierce competitors dazzled the Hawaiian spectators with their display of aerial maneuvers and their willingness to trade paint when necessary. Throughout the day Ebesu and Ryan battled for the lead with one another. Ryan, while leading in the main event with the hard-charging Ebesu right behind him, approached the finish-line tabletop jump and went wide. This gave Ebesu the opportunity to take the inside line to capture the lead from Ryan and take the checkered.

Other racing action during this doubleheader saw last year's 250cc champion Issac Kaluahine competing aboard a Bills Pipes CR 125 to capture the TT scrambles Semi Pro-class win. Once again it was John Ryan putting the pressure on Hawaii's former champion for the lead throughout the race, but Kaluahine made all the right moves to give him the win.

In the 50cc class Puna Gallardo took the win in both races, continuing his perfect score for the high point series.

Results

TT-Scrambles

50: 1. Puna Gallardo; 2. Kyle Smith (KTM); 3. Cody Pagador (Yam); 4. Brandon Scribner (Yam).

60: 1. Keena McCullen (Kaw); 2. Kalai Souza (Kaw); 3. Kawai Watanabe (Kaw); 4. Dustin Scribner (Kaw); 5. Joshua Cole (Yam).

80 NOV: 1. Jameson Smith (Kaw).

80 EX: 1. Ashtan Agan (Kaw).

WMN: 1. Maile Farias (Hon).

125 NOV: 1. Nick Vegas (Hon).

125 AM: 1. Elais Ranis (Kaw)

250 NOV: 1. Derek Ebesu (Kaw); 2. Tommy Pereza (Kaw); 3. Burl Kanoho (Yam).

250 AM: 1. Canen Hookano (Hon); 2. Jeff Berry (Kaw); 3. Burl Kanoho (Yam); 4. Kelly Francisco (Hon).

VET: 1. Jeff Gallardo (Hon); 2. Jeff Berry (Kaw); 3. Tony Farias.

MSTR: 1. William Smith (Hon); 2. Tommy Pereza (Kaw).

SEMI PRO: 1. Issac Kaluahine (Hon); 2. John Ryan (Suz); 3. David Braun (Yam).

Motocross

50: 1. Puna Gallardo (LEM); 2. Kyle Smith (KTM).

60: 1. Keena McCullen (Kaw); 2. Kawai Watanabe (Kaw); 3. Joshue Cole (Yam).

80: 1. Jameson Smith (Kaw); 2. Chaz Berry (Kaw); 3. Cliff Cates (Kaw).

125 AM: 1. Elias Ranis (Kaw); 2. Joe Texeira (Yam).

250 NOV: 1. James Karvalho (Hon); 2. Burl Kanoho (Yam).

250 AM: 1. Kelly Francisco (Hon); 2. Angel Santiago (Hon).

VET: 1. Jeff Gallardo (Hon); 2. Jeff Berry (Kaw).

SEMI PRO: 1. Keola Ebesu (Hon); 2. John Ryan (Suz); 3. David Braun (Yam); 4. Kikila McCullen (Hon).

McNeal manhandles SRD Raceway Motocross

By Kelvin L. Herrala

BELDEN HILLS, NY, MAR. 17

Novice rider David McNeal stole the holeshot and his first win of the season in the double points season at Square Deal Riders. McNeal was followed by Don Chamberlain, John Roys, Mark Paris and Mike Delosa. McNeal rode a flawless race from start to finish. Roys passed Chamberlain on the third lap, but dropped out on the sixth lap, handing second place back to Chamberlain. Larry Luther worked his way up from 11th place start to finish third.

In the 0-100cc Amateur Dan Hadaway was quick to show his stuff, nailing the holeshot in commanding fashion, taking Jim Szynaniak, Matt Quick and George Loomis with him. Loomis made the first move passing Quick and Szynaniak, but Szynaniak worked his way back past Loomis and kept charging to the front, passing Hadaway. Szynaniak then fell, letting Hadaway finish first followed by Szynaniak, Loomis and Mike Williams.

The New York vs. Pennsylvania challenge was a three-lap race with riders from every class representing their state. Points were awarded by order of finish. Sixteen riders from each state entered with New York winning, taking seven of the top 10 positions. CN

Results

SR B: 1. Man Murphy (Kaw); 2. Michael Schultze (Yam); 3. Joe Arcesi (Hon); 4. Jeff Coogden (KTM); 5. Gary Lockwood (ATK).

201-250: 1. James Schultze (Yam); 2. Tim Jackson (Yam); 3. Bruce Roy (KTM); 4. Joe Arcesi (Hon); 5. Heinrich Sanders.

SR A: 1. James Spencer (Kaw); 2. Kelvin Horrala (Hon); 3. Paul Nolum (Hon).

INT: 1. Kevin Brown (Hon); 2. Marco Morello (Kaw); 3. Russell Bauer (Yam); 4. John Stewart (KTM); 5. Mark Holt.

EX: 1. James Spencer; 2. Michael Green (Kaw); 3. Craig Estelle; 4. James Mitrowitz (KTM); 5. Robert Stilwell (Suz).

NOV: 1. David McNeal (Yam); 2. donald Chamberlain (Hon); 3. Larry Luther (Hon); 4. Mike Delase (KTM); 5. John Richlin (Hon).

VINT: 1. Kelvin Herrala (Oss); 2. Joe Whitcomb (Bul).

0-100 AM: 1. Dan Hadaway (Kaw); 2. Jim Szynaniak (Hon); 3. George Loomis (Yam); 4. Mike Williams (Hon); 5. Matt Quick (Hon).

101-200: 1. Derek Fairchild (Suz); 2. Shane Livingston (Kaw); 3. Jason Warner (Kaw); 4. Ken Chamberlain (Hon); 5. David Greenier (Suz).

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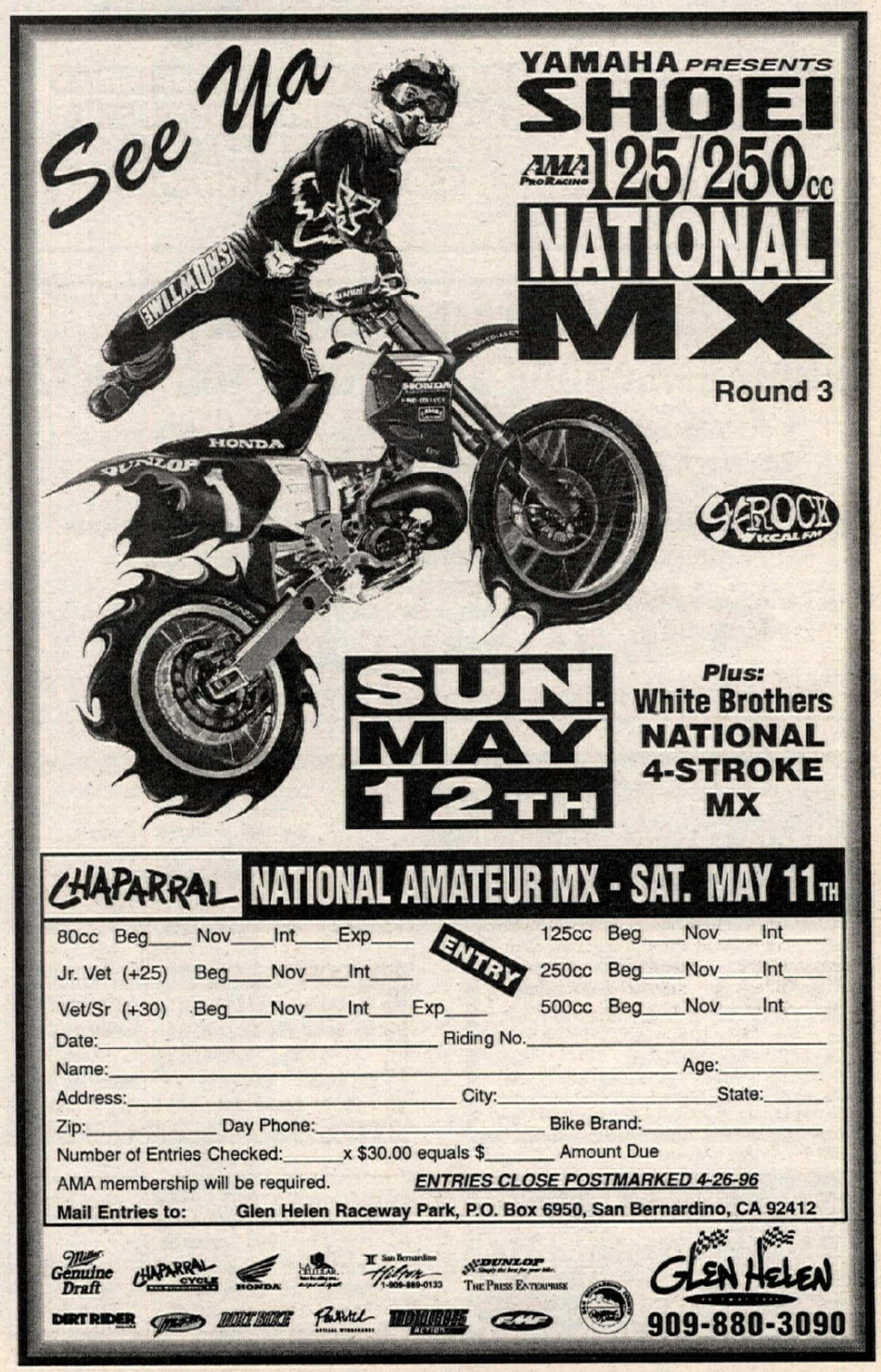

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Sat., April 20	GFI Super Saturday Races	Perris
Sat., April 27	GFI Saturday Practice (8:00a.m.-1:00p.m.)	Perris
Sat., May 4	GFI Super Saturday Races	Perris
Sat., May 11	No racing/riding in support of the MX Nat'l	Perris

AMP

Sat., April 20	MX Practice	Hollister Hills, CA
Sun., April 21	AMP Spring Series Round 4	Hollister Hills, CA
Sat., May 25	MX Practice	Hollister Hills, CA

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Round #3	Sunday, April 14	The Oatfield
Round #4	Sunday, April 21	Hollister Hills
Round #5	Sunday, April 28	The Oatfield

Info: (209) 541-0860 (408) 238-8208

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series

4/21	Suzuka, Japan, Rnd 3
5/12	Jerez, Spain, Rnd 4
5/26	Mugello, Italy, Rnd 5
6/9	Paul Ricard, France, Rnd 6
6/29	Assen, Holland, Rnd 7
7/7	Nurburgring, Germany, Rnd 8
7/21	Donington Park, England, Rnd 9
8/4	Osterreichring, Austria, Rnd 10
8/18	Brno, Czech Republic, Rnd 11
9/1	Imola, Italy, Rnd 12
9/15	Catalunya, Spain, Rnd 13
10/6	Rio de Janeiro, Brazil, Rnd 14
10/20	Eastern Creek, Australia, Rnd 15

World Superbike Championship Series

4/14	Misano, Italy, Rnd 1
4/28	Donington Park, England, Rnd 2
5/12	Hockenheim Germany, Rnd 3
6/16	Monza, Italy, Rnd 4
6/30	Brno, Czech Republic, Rnd 5
7/21	Laguna Seca, USA, Rnd 6
8/4	Brands Hatch, England, Rnd 7
8/18	Sentul, Indonesia, Rnd 8
8/25	Sugo, Japan, Rnd 9
9/8	Assen, Holland, Rnd 10
10/6	Albaceta, Spain, Rnd 11
10/27	Phillip Island, Australia, Rnd 12

World Endurance Road Race Series

4/14	Le Mans, France, Rnd 1
4/28	Assen, Holland, Rnd 2
7/14	Spa-Francorchamps, Belgium, Rnd 3
7/28	Suzuka, Japan, Rnd 4
9/15	Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series

4/14	Gaivera Montello, Italy, Rnd 1
4/21	Payerne, Switzerland, Rnd 2
5/5	Bellpuig, Spain, Rnd 3
5/12	Lictenvoorde, Netherlands, Rnd 4
5/19	Kapsovar, Hungary, Rnd 5
6/2	Halim Jacarta, Indonesia, Rnd 6
6/16	Cussac, France, Rnd 7
6/23	Foxhill, England, Rnd 8
7/7	Nismes, Belgium, Rnd 9
7/14	Marlbor, Slovenia, Rnd 10
7/28	Jinin, Czech Republic, Rnd 11
8/25	Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series

4/14	Teutschenthal, Germany, Rnd 3
4/21	Gdynia, Poland, Rnd 4
5/5	Mantova, Italy, Rnd 5
6/2	Tibro, Sweden, Rnd 7
6/16	Heinola, Finland, Rnd 8
6/23	Foxhill, England, Rnd 9
7/14	Maracay, Venezuela, Rnd 10
7/28	Borgo Magg., San Mar., Rnd 11
8/4	Iffendic, France, Rnd 12
8/18	Kester, Belgium, Rnd 13
9/1	Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series

4/21	Schwanenstadt, Austria, Rnd 2
5/5	Plomion, France, Rnd 3
5/12	Arganil, Portugal, Rnd 4
6/2	Sverepec, Slovakia, Rnd 5
6/16	Leirop, Netherlands, Rnd 6
6/30	Kramolin, Czech Republic, Rnd 7
7/21	Ballykelly, Ireland, Rnd 8
8/4	Namur, Belgium, Rnd 9
8/11	Folkendange, Lxmbrg, Rnd 10
8/25	Saxtorpsbanan, Sweden, Rnd 11
9/8	Gaildorf, Germany, Rnd 12

World C'ship Trials Series

4/13-14	Spain, Rnd 1
4/20-21	Great Britain, Rnd 2
4/27-28	Ireland, Rnd 3
5/25-26	United States, Rnd 4
6/1-2	Canada, Rnd 5
6/15-16	France, Rnd 6
6/22-23	Italy, Rnd 7
7/13-14	Germany, Rnd 8
7/27-28	Czech Republic, Rnd 9
8/17-18	Belgium, Rnd 10

World Championship Individual Speedway Series

5/18	Wroclaw, Poland, Rnd 1
6/1	Lonigo, Italy, Rnd 2
7/1	Pocking, Germany, Rnd 3
8/10	Linkoeping, Sweden, Rnd 4
8/31	London, England, Rnd 5
9/21	Vojens, Denmark, Rnd 6

International Six Day Enduro

8/12-17	Hameenlinna, Finland

World Sidecar Cross Grand Prix

4/14	Frauenfeld, Switzerland
4/21	Betekom, Belgium
4/28	Schnaitheim, Germany
5/12	Bauge, France
6/16	Jinin, Czech Republic
7/14	Rijkevorsel, Belgium
8/18	Kegums, Latuia
8/25	Mill, Holland
9/22	Strassbessenbach, Germany
9/29	Rothenthurm, Switzerland

Motocross des Nations

9/15	Jerez, Spain

Trials des Nations

8/31-9/1	Kinner, Sweden

AMA Grand Nationall Championship Series

4/20	Pomona, CA, Rnd 2
5/4	Harrington, DE, Rnd 3
5/26	Springfield, IL, Rnd 4
6/1	LaSalle, IL, Rnd 5
6/15	Dallas, TX, Rnd 6
6/22	Sedalia, MO, Rnd 7
6/29	Lima, OH, Rnd 8
7/6	Lake Odessa, MI, Rnd 9
7/14	Du Quoin, IL, Rnd 10
7/20	East Moline, IL, Rnd 11
7/27	Oklahoma City, OK, Rnd 12
8/4	Peoria, IL, Rnd 13
8/7	Rapid City, SD, Rnd 14
8/10	Lincoln, NE, Rnd 15
8/17	Indianapolis, IN, Rnd 16
8/24	Hagerstown, MD, Rnd 17
9/1	Springfield, IL, Rnd 18
9/8	Syracuse, NY, Rnd 19
9/14	Rossburg, OH, Rnd 20
9/21	Knoxville, IA, Rnd 21
9/28	Sacramento, CA, Rnd 22
10/5	Pomona, CA, Rnd 23
10/13	Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series

4/20	Pomona, CA, Rnd 1
5/4	Harrington, DE, Rnd 2
5/26	Springfield, IL, Rnd 3
6/1	LaSalle, IL, Rnd 4
6/22	Sedalia, MO, Rnd 5
7/6	Lake Odessa, MI, Rnd 6
7/14	Du Quoin, IL, Rnd 7
8/10	Lincoln, NE, Rnd 8
8/24	Hagerstown, MD, Rnd 9
9/1	Springfield, IL, Rnd 10
9/8	Syracuse, NY, Rnd 11
9/21	Knoxville, IA, Rnd 12
9/28	Sacramento, CA, Rnd 13
10/5	Pomona, CA, Rnd 14
10/13	Del Mar, CA, Rnd 15

AMA Supercross Series

4/13	Pontiac, MI, Rnd 12
4/20	Charlotte, NC, Rnd 13
4/27	St. Louis, MO, Rnd 14
5/18	Denver, CO, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series

5/5	Sacramento, CA, Rnd 2
5/12	San Bernardino, CA, Rnd 3
5/26	Mount Morris, PA, Rnd 4
6/16	Budds Creek, MD, Rnd 5
6/23	Southwick, MA, Rnd 6
7/7	Buchanan, MI, Rnd 7
7/21	New Berlin, NY, Rnd 8
7/28	Troy, OH, Rnd 9
8/4	Millville, MN, Rnd 10
8/18	Washougal, WA, Rnd 11
8/25	Binghamton, NY, Rnd 12
9/1	Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series

4/28	San Bernardino, CA, Rnd 2
5/5	Sacramento, CA, Rnd 3
5/12	San Bernardino, CA, Rnd 4
6/8	Ogden, UT, Rnd 5
6/23	Mammoth, CA, Rnd 6
8/18	Washougal, WA, Rnd 7
9/1	Grand Junction, CO, Rnd 8

AMA Fall Classic MX Series

9/15	Danville, VA, Rnd 1
9/22	Buchanan, MI, Rnd 2
9/29	London, KY, Rnd 3
10/6	Englishtown, NJ, Rnd 4
10/13	Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shoot-Out

10/20	Blountville, TN

AMA Superbike National Championship Series

4/19-21	Pomona, CA, Rnd 2
4/26-28	Monterey, CA, Rnd 3
5/17-19	Homestead, FL, Rnd 4
5-31/6-2	Lexington, OH, Rnd 5
6/7-9	Elkhart Lake, WI, Rnd 6
6/14-16	Loudon, NH, Rnd 7
7/12-14	Brainerd, MN, Rnd 8
8/23-25	Sonoma, CA, Rnd 9
9/27-29	Chandler, AZ, Rnd 10
10/4-6	Las Vegas, NV, Rnd 11

North American Sport Bike Series

5/18-19	Brainerd, MN, Rnd 4
8/2-4	Elkhart Lake, WI, Rnd 5
8/9-11	Portland, OR, Rnd 6
8/30-9/1	Pocono, PA, Rnd 7
10/4-6	Loudon, NH, Rnd 8
10/17-20	Daytona Beach, FL, Rnd 9

Formula USA Series

5/18-19	Brainerd, MN, Rnd 4
8/2-4	Elkhart Lake, WI, Rnd 5
8/9-11	Portland, OR, Rnd 6
8/30-9/1	Pocono, PA, Rnd 7
10/4-6	Loudon, NH, Rnd 8
10/17-20	Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series

4/28	Wellston, OH, Rnd 4
6/23	West Greenwich, RI, Rnd 5
9/8	Canton, IL, Rnd 6
9/15	London, KY, Rnd 7
10/13	Bellingham, WA, Rnd 8
10/27	Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series

5/18-19	New Waverly, TX, Rnd 1
5/25-26	McArthur, OH, Rnd 2
6/1-2	Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series

4/14	Hurricane Mills, TN, Rnd 3
4/21	Redding, CA, Rnd 4
6/30	Berkshire, NY, Rnd 5
9/22	Roseburg, OR, Rnd 6
10/6	Lynnville, IN, Rnd 7
10/20	Park Hills, MO, Rnd 8
11/3	Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series

4/13	Jericho, UT, Rnd 3
4/28	Red Mountain, CA, Rnd 4
9/15	Yerington, NV, Rnd 5
10/6	Reno, NV, Rnd 6
10/27	Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series

4/20-21	New Waverly, TX
5/4-5	Renfro Valley, KY
5/18-19	Mill Hall, PA
6/1-2	Lesterville, MO
6/8-9	Lake Isabella, CA
6/8-9	Elizabeth, WV
7/6-7	Logan, OH
7/13-14	Brightwood, OR
7/20-21	Adams, MA
7/28-8/2	Newberry, MI
8/24-25	Columbus, IN
8/31-9/1	Portland, OR
9/7-8	Golden Pond, KY
9/11-14	Steamboat Springs, CO
9/28-29	Phoenix, AZ
10/5-6	Mount Solon, VA
10/12-13	Angels Camp, CA
10/12-13	McArthur, OH
10/26-27	Terlingua, TX
11/29-30	Los Angeles, CA

AMA National Championship Hillclimb Series

5/19	Middlebury, IN, Rnd 1
6/2	Jefferson, PA, Rnd 2
6/9	Freemansburg, PA, Rnd 3
6/16	Avoca, NY, Rnd 4
6/23	Danville, WV, Rnd 5
7/20	Marquette, MI, Rnd 6
8/4	Norton Shores, MI, Rnd 7
8/10	Haydenville, OH, Rnd 8
8/18	Monson, MA, Rnd 9
9/8	Freemansburg, PA, Rnd 10
9/15	Middlebury, IN, Rnd 11
9/29	Jefferson, PA, Rnd 12
TBA	Asheville, NC, Rnd 13
10/13	Oregonia, OH, Rnd 14

Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series

4/14	Hurricane Mills, TN, Rnd 3
4/28	Clarksburg, WV, Rnd 4
5/11	Brownsville, PA, Rnd 5
6/2	Boyers, PA, Rnd 6
6/16	Elizabeth, WV, Rnd 7
8/25	Millfield, OH, Rnd 8
9/15	Fairmont, WV, Rnd 9
9/28	Mount Morris, PA, Rnd 10
10/13	Lisbon, OH, Rnd 11
10/27	Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series

5/31-6/1	Ensenada, BC, Mexico
10/8-10	Baja Calif., Mexico

Info 310/540-5001

AMA/NATC National C'ship Trials Series

4/23	TBA, CA, Rnd 1
6/29-30	Mount Olive, IL, Rnds 2 & 3
7/6-7	Jasper, TN, Rnds 4 & 5
8/24-25	Donner, CA, Rnds 6 & 7
8/31	Omaha, NE, Rnd 8
9/1	Kansas City, MO, Rnd 9

Championship Cup Series

Florida Region
4/29 Palm Beach, FL
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
4/20-21 Grattan, MI
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
4/13-14 Rockton, IL
4/27-28 Mount Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
4/13-14 Henderson, TX
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
4/6-7 Grattan, MI
4/20-21 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
4/13-14 Summit Point, WV
4/20-21 South Haven, MI
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA Nat'l Challenge Series
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
4/13 Talladega, AL, Rnd 5
* 4/13 Summit Point, WV, Rnd 6
4/14 Henderson, TX, Rnd 7
4/27 South Haven, MI, Rnd 8
* 5/4 Grattan, MI, Rnd 9
5/11 Talladega, AL, Rnd 10
5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
4/13-14 Rosamond, CA
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
4/13-14 Rosamond, CA
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
4/21 Brentwood, CA
5/4 Blountville, TN
5/11 Mount Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
4/20 Brentwood, CA
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
4/12 Rosamond, CA
4/13 Rosamond, CA
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional Motocross Series
4/27 Wapella, IL
5/11 Putnam Park, IN
5/18 Collins, MO
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional Motocross Series
5/5 Dixon, CA
6/23 Eugene, OR
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
4/12 Rosamond, CA, Rnd 1
4/13 Rosamond, CA, Rnd 2
5/4 Dixon, CA, Rnd 3
5/17 Hanford, CA, Rnd 4
5/18 Hanford, CA, Rnd 5
7/14 Brentwood, CA, Rnd 6
7/19 Quincy, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA C'ship Enduro Series
4/28 Freetown, MA
6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenrich, RI
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
4/14 Modena, NY
5/12 Fishouse, NY
5/19 Chepachet, RI
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
5/19 W. Greenwich, RI
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
4/27 Brimfield, MA
5/11 Fishouse, NY
6/15 Thomaston, CT
6/22 Southampton, NA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA

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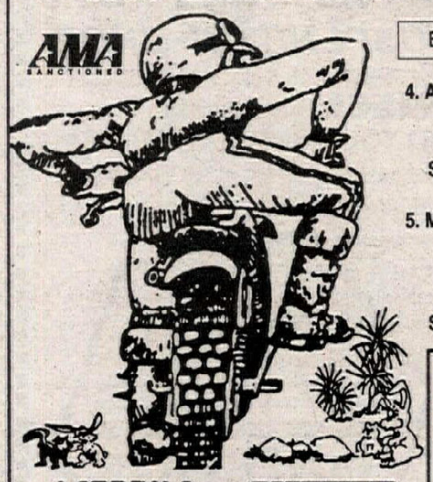
RACE DATES

APRIL 27-28 OGDEN, UTAH
MAY 17-18 SALT LAKE CITY, UTAH
JUNE 1-2 ELKO, NEVADA
JUNE 22-23 BOISE, IDAHO
JUNE 29-30 LOGAN, UTAH
JULY 13-14 RUPERT, IDAHO
JULY 27-28 POCATELLO, IDAHO
AUGUST 10-11 ROCK SPRINGS, WYOMING
AUGUST 31-SEPTEMBER 1 LOGAN, UTAH

FOR MORE INFO CALL: 801 972-5074

WISECO/YAMAHA/DUNLOP/ANSWER/BRAKING/ACERBIS
1996 Grand National Cross Country Series



AMA SANCTIONED

Best 8 Scores Count Toward 1996 Series Championship .

4. April 27/28 WILDERNESS
Clarksburg, WV
I-79 to Exit 119 then 50 W to Sycamore Rd. (1 mi)
Saturday -Bikes / Sunday - Quads

5. May 11/12 BROWNSVILLE CITY PARK
Brownsville, PA
West of Uniontown on Rt. 40,
exit business district S (3 mi.)
Saturday -Bikes / Sunday - Quads

Entries and Information
RACER PRODUCTIONS
Rt. 12 Box 267
Morgantown, WV 26505
(304) 284-0084

Race 12 Noon
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Sat., April 13	Little Okie, Madera, CA - Round 1	(Night Race)
Sat., April 20	Little Okie, Madera, CA - Round 2	(Night Race)
Sat., April 27	Little Okie, Madera, CA - Round 3	(Night Race)

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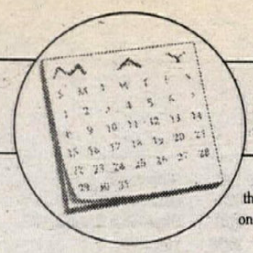


CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
4/28 Saucier, MS
5/5 Wiggins, MS
5/19 Clanton, AL
6/2 Laurel, MS
6/16 Fort Polk, LA
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
4/13 Purcell, OK
4/14 Ada, OK
5/4 Indianapolis, IN
5/19 Columbus Junction, IA
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

SETRA C'ship Enduro Series
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit
4/14 Oklahoma City, OK
5/5 Little Rock, AR
5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
4/21 Pueblo, CO
5/5 Chadron, NE
5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
4/20 Las Vegas, NV
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

EARA Atlantic Cup Series
4/20 Bedford, PA
5/5 New Bloomfield, PA
6/1 Bedford, PA
6/16 Langley, VA
7/7 Langley, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Langley, VA
11/3 Langley, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
4/20-21 Sacramento, CA
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
4/26-28 Del Mar, CA
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
4/14 Pueblo, CO
4/21 Cheyenne, WY
4/28 Aurora, CO
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthound, CO
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado Nat'l SX Series
5/4 Pueblo, CO
5/11 Greeley, CO
5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA Texas Hare Scramble Series
4/14 High Grove, TX
4/28 Fort Hood, TX

AMA/District 37 Grand Prix Series
4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/US Women's MX League Outdoor Championship Series
5/25-26 Mount Morris, PA
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
5/4-5 Toronto, OH
6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials C'ship Series
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
4/14 Orlando, FL
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
4/21 Arkansas City, KS
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
4/14 Hillsboro, KS
4/28 Marion, KS
5/5 Arkansas City, KS
5/19 Sterling, KS
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA World Mini Grand Prix
4/12-14 Las Vegas, NV
Info 310/868-8112 or 909/657-6782

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA Nat'l MX Finals
10/4-6 Branson, MO
Info 909/657-6834

GNC Texas Series
4/14 Burleson, TX
4/21 Waller, TX
4/28 Bastrop, TX
5/5 Whitney, TX
5/19 Euless, TX
Info 817/694-2901

AMA MX Mega Series
4/14 Kingsport, TN
4/28 Wytheville, VA
5/4-5 Blountville, TN
5/18-19 Blountville, TN
6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY

9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
4/21 Montague, TX
5/5 Bulcher, TX
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
5/18-19 Pioche, NV
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

AHRMA Golden State Vintage Motocross Series
5/19 Madera, CA
6/2 Madera, CA
6/16 Madera, CA
6/30 Madera, CA
7/14 Madera, CA
8/4 Madera, CA
9/8 Madera, CA
9/22 Madera, CA
10/6 Madera, CA
11/17 Madera, CA
Info 209/661-0706

WSMC Road Race Series
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
4/13-14 Idaho Falls, ID
4/27-28 Marysville, CA
5/11-12 Boise, ID
5/25-26 Richland, WA
6/1-2 Edmonton, AB, Can.
6/27-28 TBA, Can.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
5/18 Myrtle Beach, SC
9/6 Asheboro, NC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
4/13-14 Newhall, CA
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
5/25-26 St. George, UT
* 6/8-9 Lake Isabella, CA
6/16 Glendale, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
*11/29-30 LA-Barstow-Las Vegas
12/29. Mojave, CA
*National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
5/19 Conifer, CO
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National Motocross Series
4/27-28 Odgen, UT
5/18-18 Salt Lake City, UT
6/1-2 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

The AMP/Mechanic's Wear/ FMF/Yamaha of Modesto Spring Series
4/14 Turlock, CA, Rnd 3
4/21 Hollister, CA, Rnd 4
4/28 Turlock, CA, Rnd 5
Info 209/642-4364

Championship Enduro Series
4/28 Indian Mills, NJ
5/5 New Lisbon, NJ
5/12 Stanhope, NJ
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 West Greenwich, RI
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
4/14 Waren Grove, NJ
4/21 St. Georges, DE
5/19 Belleplain, NJ
6/9 Woodland Twp., NJ
6/30* Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
6/16 Brandonville, PA
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
4/14 Chepachet, RI
4/28 Meriden, CT
5/25-26 Exeter, RI
6/9 Chepachet, RI
6/22-23 Ossippee, NH
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
4/20-21 Belvidere, TN
5/4-5 Clinton, SC
5/18-19 Dixon, TX
6/8-9 Carrolton, KY
7/6-7 Jasper, TN
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am MX Spring Series
4/14 Elizabeth City, NC
5/12 Wytheville, VA
5/19 Danville, VA
5/26 Elizabeth City, NC
6/2 Axton, VA

Hammerhead Grand Championship Series
7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
4/14 Budds Creek, MD
4/28 Dillwyn, VA
5/5 Martinsville, VA
5/19 Surry, VA
5/26 Rural Retreat, VA
6/9 Ivor, VA
6/23 Pulaski, VA
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series
4/14 Southwick, MA
4/21 Middleboro, MA
4/28 Middleboro, MA
5/5 Southwick, MA
5/12 Central Village, CT
5/19 Southwick, MA
5/26 Greene, ME
5/27 Greene, ME
6/2 Middleboro, MA
6/9 Central Village, CT
6/16 Southwick, MA
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

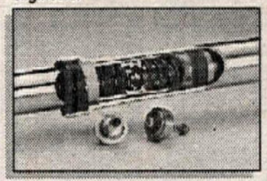
NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
5/5 Mead, CO
5/12 Peublo, CO
6/2 Mead, CO
6/16 Denver, CO
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
5/25-26 Fernly, NV
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
4/14 Hollister, CA
5/5 Muddy Creek, TN
6/9 Glen Helen, CA
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVega, NV

Metropolitan Sports Committee Spring Series
4/14 Modena, NY
4/21 Modena, NY
4/28 Claverack, NY
5/5 Modena, NY
5/12 Modena, NY
5/19 Claverack, NY
5/26 Modena, NY
6/2 Monticello, NY
6/9 Modena, NY
6/16 Monticello, NY

Paul Thede's Technical Edge Suspension Seminar
Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.

Subjects Covered: Dirt & Pavement
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▲ Springs, Fluids & Valving Theory
▲ Hydraulics & Damping Curves
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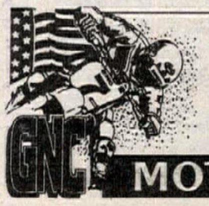
TULARE CYCLE PARK
Tulare, CA
Event Calendar
Saturday, April 13 MX Practice
Sunday, April 14 MX Race
(Racing all classes, including 4-Stroke and Evolution class)
Saturday, April 27 MX Practice
SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

CRC California Race Schedule
100% PRO PAYBACK
Sun., April 14 CRC MX - Tri Race Series Edwards A.F.B.
Sun., April 21 CMC Spring Classic L.A.C.R.
Sun., April 28 CRC MX - Dunestown L.A.C.R.
Sun., May 5 CRC MX - Dunestown Edwards A.F.B.
Sun., May 12 No Race
Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889


GNC Texas Series
April 21, 1996
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Sat., April 13th USA Sand Drags, No MX Practice
Sun., April 14th MX Practice 8:00am till 4:00pm
Sun., April 21st Off Road Short Course Series
Shoei AMA 125/250cc Nat'l Motocross - May 12th
Chaparral AMA Amateur Motocross - May 11th

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6/30 Modena, NY
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series

7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI Racing

6/8 Perris, CA
*6/15 Perris, CA
6/22 Perris, CA
*7/13 Perris, CA
7/20 Perris, CA
*7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
*8/17 Perris, CA
8/24 Perris, CA
* **8/31 Perris, CA
*Yamaha & **Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series South

9/8 Perris, CA
*9/15 Perris, CA
*9/29 Perris, CA
*10/6 Perris, CA
*10/27 Perris, CA
*Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

Northeast Motocross Classic Series

5/19 Binghamton, NY, Rnd 1
6/1-2 Clifford, PA, Rnd 2
6/9 New Berlin, NY, Rnd 3
6/30 Englishtown, NJ, Rnd 4
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles C'ship Series

4/21 Coos Bay, OR
5/12 Coos Bay, OR
5/26 Coos Bay, OR
6/9 Coos Bay, OR
6/29 Coos Bay, OR
7/7 Coos Bay, OR
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Spring MX Series

4/14 Malvern, OH
4/21 Pymatuning, OH
5/5 Western Reserve, OH
5/12 Spring Valley, OH
5/26 Amherst, OH
6/16 Ohio International,OH
6/23 Lightning, OH

Competition Riders of America Fall MX Series

9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series

5/5 Western Reserve, OH
6/9 Malvern, OH
6/23 Lightning, OH
6/30 Spring Valley, OH
7/14 Pymatuning, OH
7/21 Amherst, OH
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series

5/26 Cable Creek, OH
6/16 Salem, OH
7/14 Lightning, OH
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

APRIL

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

*** DENOTES PRO PAYBACK**

Wed, April 10

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 12-14

CALIFORNIA DESERT RACE - Baja Promotions, The Triple Crown of Cal-City High Desert Series/The Cal-CIty Spring Board 200, California City. Info: 818/992-6355.

CALIFORNIA ENDURANCE RACE - Sears Point Raceway, Hayward. Info: 510/537-8208.

* LOUISIANA SPEEDWAY/FLAT TRACK/4-WHEELERS - Rat Pack, Possum Cove Dirt Track, Lake Charles. Info: 318/855/2401

NEVADA MOTOCROSS - NMA, World Mini Grand Prix, Las Vegas. Info: 310/868-8112.

Fri, April 12

* CALIFORNIA DIRT TRACK & TT - Western Regional, Willow Springs. Info: 818/992-5343.

* CALIFORNIA SPEEDWAY - International Speedway, season opener. Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

April 13-14

CALIFORNIA DUAL SPORT - Team Dual Dogs, KTM California Dual Sport Series, Dog Run, Dick Allen's Yamaha/KTM, Newhall. Info: 818/701-1913.

* CALIFORNIA MOTOCROSS - Over the Hill Gang Central Valley National, Hanford. Info: 310/864-6875.

CALIFORNIA TRIALS - AMA/ British American Cup, Sacramento. Info: 916-753-2519.

Sat, April 13

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

* CALIFORNIA DIRT FLAT TRACK - San Diego Flat Track Assoc, San Diego. Info: 619/277-2743.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 1, Little Okie, Madera. Info: 209/673-8080.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA DIRT TRACK - AHRMA/Willow Springs Flat Track, National & Regional. Info: 805/251-8662.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

CANADA INDOOR SHORT TRACK - Motorsports of America, Hamilton, Ontario. Info: 800/544-8714 (in U.S.), 817/683-6410 (in Canada).

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Haps Cycle Series, Rnd 7, Sun State Raceway & Haps Cycle Sales, Ona. Info: 941/776-0303.

MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - N.A.M.E., Reidsville. Info: 910/342-4492.

* OHIO MOTOCROSS - AMA/American Motosports Inc., McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* SOUTH CAROLINA MOTOCROSS - Hardeeville Motocross, Hardeeville. Info: 912/236-7042.

UTAH HARE & HOUND - AMA/Sage Riders M/C, National Championship Series, Jericho. Info: 801/489-5631.

Sun, April 14

CALIFORNIA GRAND PRIX - 3rd Annual Chaparral 6-hr. team GP, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA HARE & HOUND - AMA/D-37/So. Cal. M.C., Teagle Wash, Red Mountain, Ridgecrest. Info: 818/768-0404.

* CALIFORNIA MOTOCROSS - CMC, Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA MOTOCROSS - CRC, Tri Race Series, Edwards AFB, Edwards. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 3, The Oatfield, Turlock. Info: 209/541-0860 or (408) 238-8208.

CALIFORNIA MOTOCROSS - AMA/SCRU/D-36, Loretta Lynn qualifier, Hollister Hills Uper Ranch GP track, Hollister. Info: 408/637-0924.

* CALIFORNIA MOTOCROSS - Phillipsville. Info: 707/943-3029.

* CALIFORNIA MOTOCROSS - Tulare Motocross, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA ENDURO - AMA/Dist. 36/North Bay Motorcycle Club, Navarro. Info: 707/ 578-0810.

COLORADO MOTOCROSS - SRAC/PMI, Pueblo. Info: 800/242-6581.

COLORADO MOTOCROSS - IMI /Kart Races, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Wausau MX Park, Wausau. Info: 904/638-1012.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* ILLINOIS SHORT TRACK - Pro-Am & 4-Wheelers, Pekin Motorcycle Club, Pekin. Info: 309/697-4413.

ILLINOIS SHOW - J&P Promotions, 9th Annual Super Series Bike Show & Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Stratford. Info: 515/795-3440.

* KANSAS MOTOCROSS - K.O.R.R., Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

* KANSAS HARE SCRAMBLES - Kansas State Hare Scrambles Series, School Creek ORV area, Milford Lake, Wakefield. Info: 913/456-2516.

* KENTUCKY MOTOCROSS - Fun Throttle Promotions Inc., Hatfield. Info: 606/353-4740.

MARYLAND HARE SCRAMBLES - VCHSS, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS - NESC, Southwick. Info: 413/772-0685.

MISSISSIPPI MOTOCROSS - NMMA/Latimer Park Motocross Spring Series, Baldwyn. Info: 601/365-8307.

* NEBRASKA MOTOCROSS - Outlaw Motocross Series - Rnd 4, White Sands Raceway, Ashland. Info: 402/556-5801.

NEBRASKA TRIALS/MidWest Trials Association, Rock Riders Quarry, Nehawka. Info: 712/322-9384.

NEW YORK HARE SCRAMBLES - NETRA, Lembo Lake, Modena. Info: 203/875-5757.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series, Diamondback Motocross, Modena. Info: (914)795-5697 or (914)565-3651.

NEW YORK TRIALS - District 4, Locke. Info: 315/497-3268.

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NORTH CAROLINA MOTOCROSS - AMA/U.S. Eastern Pro AM, Spring Motocross Series, Elizabeth City. Info: 804/548-1052.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SPRING SERIES - Dirt World Promotions & AMC, Montrose Motocross, Raeford. Info: 919/554-4467.

OHIO HARE SCRAMBLE - CRA/ Proffer Promotions, Round 1, Blackcoal Series, Big Valley, East Palestine. Info: 330/538-2220.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OKLAHOMA ENDURO - Texas State Enduro Championship Series, High Plains Division/East Texas Division, Cross Timbers, Oklahoma City. Info: 800/55-TSCEC.

OKLAHOMA ENDURO - Black Jack Enduro Circuit, Crosstimbers Enduro, Oklahoma City. Info: 417/345-6211.

OREGON POKER RUN - OMRA/Trailsmen, non-points event, Tillamook. Info: 503/678-2779.

OREGON CROSS COUNTRY - OMRA/COMAC M/C, Moon Shine Scramble, points event, Bend. Info: 503/678-2779.

OREGON HARE SCRAMBLES - AMA/COMAC, Hatfield Ranch, Brothers. Info: 541-923-7429.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS - Middle Atlantic Motocross Association, youth, Doublin' Gap, Shippensburg. Info: 410/273-9035.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290

* PENNSYLVANIA HARE SCRAMBLE - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE HARE SCRAMBLES & CROSS COUNTRY - AMA/Racer Production, National Championship Series/Grand National Cross Country Tour, Loretta Lynn Ranch, Hurricane Mills. Info: (304) 594-1157 or 304/284-0084.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Hidden Acres Kingsport. Info: 423/323-5497.

TEXAS MOTOCROSS - GNC, GNC Texas Series, Burleson MX Park, Burleson. Info: 817/694-2901.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.

Wed, April 17

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

April 19-20

CANADA INDOOR SHORT TRACK - Motorsports of America, Hamilton, Ontario. Info: 800/544-8714 (in U.S.), 817/683-6410 (in Canada).

Fri, April 19

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

April 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA GRAND PRIX - AMA/D-37/Hilltoppers MC, 1996 Big Six G.P. Series/Best of the West, Carlsbad Raceway, Carlsbad. Info: 714/898-4557 or 310/428-4971.

GEORGIA DRAG RACE - AMRA, Southern Region, 1/4 mile, Silver Dollar Raceway, Reynolds. Info: 708/250-0838.

IDAHO MOTOCROSS - SIRA/ELMA, Rupert Idaho Fairgrounds, Rupert, Info: 208/436-7071.

INDIANA SWAP MEET & SHOW - 13th Annual Mid-West M/C Swap Meet and Bike Show, Marion County Faigrounds, Indianapolis. Info: 317/839-8616.

OHIO HARE SCRAMBLE - AMA/Action Sports Promotions Inc., team race, Athens. Info: 614/594-6686.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Association, Huntsville. Info: 205/880-9561.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, area qualifier, Christiana. Info: 615/896-3245.

TEXAS DUAL SPORT - AMA/Trail Riders of Houston, Dual Sport Trail Ride Series, New Waverly. Info: 713/537-2983.

WEST VIRGINIA INDOOR SHORT-TRACK - Motor Sports of America, Huntington Civic Center, Huntington. Info: 800/544-8714.

Sat, April 20

* CALIFORNIA MOTOCROSS - Cal Coastal Promotions, Cal Mid-State Fairgrounds, Paso Robles. Info: 805/238-1269.

CALIFORNIA MOTOCROSS - GFI/Super Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 2, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Sandhill.Ranch, Brentwood. Info: 916/967-0262.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* FLORIDA MOTOCROSS - Inside Line Racing, Florida Vet Championship Series/Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

FLORIDA MOTOCROSS - Points Rnd 8 MX, Sun State Raceway , Ona. Info: 941/776-0303.

* FLORIDA MOTOCROSS - Wausau MX Park, Wausau. Info: 904/638-1012.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

NEVADA HILLCLIMB - Jackpines Gypsies M.C. Thunder at the Avi, Laughlin. Info: 800/200-8482.

* NEW YORK MOTOCROSS - AMA/Loretta Lynn Area Qualifier, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* WEST VIRGINIA MOTOCROSS - Holeshot Productions, Reedsville Volunteer Fire Dept., Reedsville. Info: 304-265-5396.

Sun, April 21

ALABAMA DRAG RACE - IDBA, 1/8th mile, Lassiter Mountain Dragway, Birmingham. Info: 205/849-7886.

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Florence. Info: 602/582-2294.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Cycleland, Nacadoches. Info: 800/55-TSCEC.

CALIFORNIA ENDURANCE RACE - Thunderhill Park, Hayward. Info: 510/537-8208.

CALIFORNIA HARE SCRAMBLES - AMA/Redding Dirt Riders, National Championship Series, Redding. Info: 916/221-6612.

* CALIFORNIA MOTOCROSS - Over the Hill Gang, OTHG Only Race, Rainbow II, San Jacinto. Info: 310/864-6875.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Vintage Iron National, Sandhill Ranch, Brentwood. Info: 510/634-3328.

* CALIFORNIA MOTOCROSS - CMC, Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA GRAND PRIX - CMC , Spring Classic, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 4, Hollister Hills GP track, Hollister Hills. Info: 209/541-0860 or (408) 238-8208.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Spring Classic Nationals - Rnd 2, L.A. County Raceway, Palmdale. Info: 714/367-1141.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville, Info: 904/268-2376 or 845-2076.

* GEORGIA MOTOCROSS - Hog Pen Motocross, Cairo. Info: 912/377-5839.

* ILLINOIS SHORT TRACK - Pro-AM & 4Wheelers, Pekin Motorcycle Club, Pekin. Info: 309/697-4413.

ILLINOIS TRIALS - NITRO, Buffalo Range Riding area, Ottawa. Info: 708/931-1530.

* KANSAS HARE SCRAMBLES - K.O.R.R., 1-man/2-hr, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA/D-7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS - NESC, Middleboro. Info: 413/772-0685.

*MISSOURI HARE SCRAMBLER - Plattin Creek Dirt Riders, Kawasaki, Suzuki & Yamaha, Surdyke Powersports, St. Louis. Info: 314/931-9166.

* NEVADA MOTOCROSS - CMC/Nevada Old Timers, Spring Series - Rnd 4, Fernley International Raceway, Fernley. Info: 702/322-4311 or 702/359-0695.

NEVADA MOTOCROSS - NOT/ROTHG, Spring Motocross Series, Fernley. Info: 702/322-4311.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 10th Annual Honda Big Bucks Motocross Shootout & Fun Day, Raceway Park, Englishtown. Info: 908/446-7800

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series, Ace Motocross, Modena. Info: (914)463-2093.

NEW YORK MOTORCROSS - Hunt Moto Park/W.N.Y.S.C. Info: 716/476-2697.

* NEW YORK MOTOCROSS - ACE Motocross, Modena. Info: 914/463-2093.

NEW YORK SWAP MEET - ABATE of Tompkins County, 12th Annual Motorcycle Swap Meet, New York State Armory, Ithaca. Info: 607/387-5294.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

OREGON ENDURO - OMRA/Mount Scott M/C, ISDE Series/Devils Head, points event, Tillamook. Info: 503/678-2779.

* PENNSYLVANIA HARE SCRAMBLE - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, Tucker Rocky Spring Series, Delmont. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - D-6/A-Points, Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

SOUTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 4, Camp Coker, Society Hill. Info: 423/323-5497.

TEXAS MOTOCROSS - GNC, GNC Texas Series, 290 MX, Waller. Info: 817/694-2901.

TEXAS EXPO, SHOW & SWAP MEET - 5th Annual, San Antonio. Info: 214/216-5520.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 508/837-3595.

* WYOMING MOTOCROSS - SRAC/Cheyenne Cycle Club, Triple C Raceway, Cheyenne. Info: 800/242-6581.

Wed, April 24

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, April 26

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

April 27-28

CALIFORNIA MOTOCROSS - Sierra Old Timers National, Marysville Youth Park Benefit. Info: 916-695-2727.

CALIFORNIA OFF ROAD POKER RUN - Hi Desert Charities/BLM, Barstow. Info: 619/252-3093.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-8916

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

* UTAH MOTOCROSS - Wild West Nationals, O.C.A., Odgen. Info: 801/972-5074.

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Inc., North Amer. A Classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, April 27

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 3, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA SWAP MEET - Peninsula Honda/Classic Japanese Motorcycle Club, Sunnyvale. Info: 408/225-3274.

* FLORIDA MOTOCROSS - Inside Line Racing, Cen. Fla. M/C Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Points Rnd 9, Sun State Raceway, Ona. Info: 941/776-0303.

GEORGIA FLAT TRACK - Harley Davidson/GFTL, 2nd Annual, Buford. Info: 770/962-7888.

MAINE MOTOCROSS - New England Motocross Assoc., Spring Hill, S. Berwick. Info: 860/928-2138.

MASSACHUSETTS ENDURO - CETRA, Junior Championship Series, William Phelan Memorial Brimfield. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - 226 MX, Night Event, Info: 704/652-3758

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

* NORTH CAROLINA SUPERCROSS - N.A.M.E., Reidsville. InfoL 910/342-4492.

OHIO MOTOCROSS - AMA/Dist. 11/ New Moon Motocross, Springfield. Info: 513/324-2452.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

Sun, April 28

CALIFORNIA ENDURO - AMA/Los Altos Dirt Bikers, ISDE qualifier, Lakeport. Info: 415/589-8585.

CALIFORNIA HARE & HOUND - AMA/Vikings M/C, National Championship Series, Red Mountain. Info: 310/732-0236.

CALIFORNIA MOTOCROSS - White Bros. 4-Stroke Championship, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - Over the Hill Gang, Castiac. Info: 310/864-6875.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - AMP/Mechanic's Wear/FMF/Yamaha of Modesto Spring Series - Rnd 5, The Oatfield, Turlock. Info: 209/541-0860 or (408) 238-8208.

* CALIFORNIA MOTOCROSS - Info: (707) 943-3029

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Palomar. Info: 909/674-5357.

CALIFORNIA SHOW - 6th Annual Pacific Coast Dream Machines, Half Moon Bay Airport, Half Moon Bay. Info: 415/726-2328.

CALIFORNIA STREET BIKE POKER RUN - Lee's Honda Kawasaki, Redding, Info: 800/542-9697.

COLORADO MOTOCROSS - IMI /Kart Races, Denver. Info: 303/286-1813.

* COLORADO MOTOCROSS - SRAC/Colorado Motorsport Productions, Aurora Race Track, Aurora. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Yamaha 1996 Sunshine State MX Championship, Parts Unlimited, Ona. Info: 941/776-0303 oe 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

* GEOARGIA MOTOCROSS - AMA, Echeconnee Motocross, Macon. Info: 912/788-8227.

* GEORGIA SHORT TRACK - AMA/Weaver Mechanicals GFTL, Georgia Karting Kemplex, Carnesville. Info: 770/962-7888.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* ILLINOIS SHORT TRACK - Pro-AM & 4Wheelers, Pekin Motorcycle Club, Pekin. Info: 309/697-4413.

ILLINOIS TRIALS - Forest City Riders, Byron. Info: 815/963-2491.

ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankforo: 815/469-9972.

* KANSAS MOTOCROSS - K.O.R.R., Spring Championship, Green Acres, Marion. Info: 316/942-6527.

* KENTUCKY MOTOCROSS - Fun Throttle Promotions Inc., Hatfield. Info: 606/353-4740.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS ENDURO - NETRA, John Monahan, Freetown. Info: 203/875-5757.

MASSACHUSETTS - NESC, Middleboro. Info: 413/772-0685.

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Yamaha Contingency, Claverack Motocross, Claverack. Info: (518)828-6149.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/594-3680.

* NORTH CAROLINA SPRING SERIES - Dirt World Promotions & AMC, Montrose Motocross, Raeford. Info: 919/554-4467.

OHIO ENDURO - AMA/Appalachian Dirt Riders, National Championship Series, Wellston. Info: 614/384-2286.

OHIO HARE SCRAMBLES - CRA, Wagner Racing, New Philadelphia. Info: 330/682-9231.

OHIO HARE SCRAMBLES - Sunset Ramblers, team race, Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OREGON ROAD RACE - OMRRA/Portland International Raceway, Portland. Info: 503/221-1487.

OREGON ENDURO - OMRA/Lobos M/C Inc, ISDE Series/China Hat, points event, Bend. Info: 503/678-2779.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, Dist. 6 Expert points, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290

TEXAS MOTOCROSS - GNC, GNC Texas Series, Lakeside Motorsport, Bastrop. Info: 817/694-2901.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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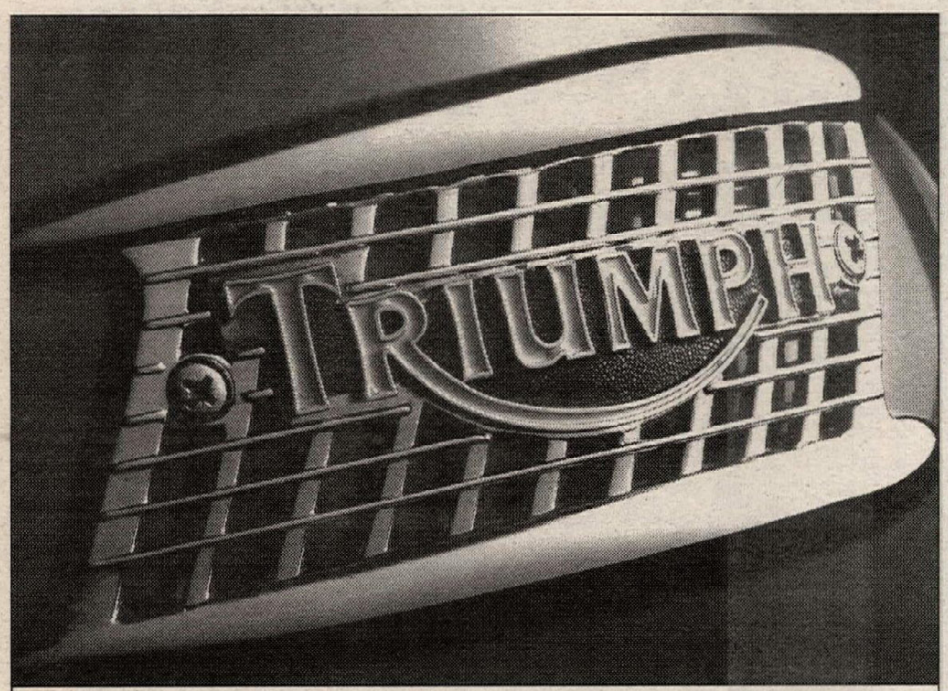

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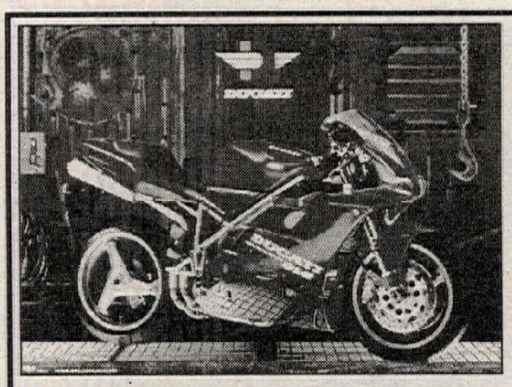
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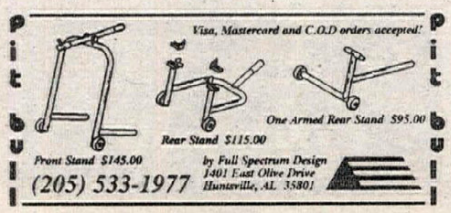
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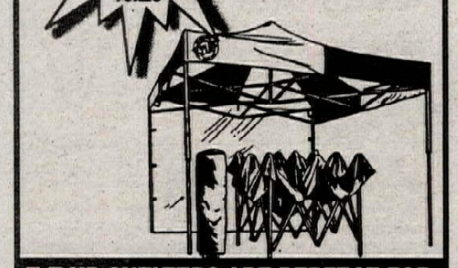

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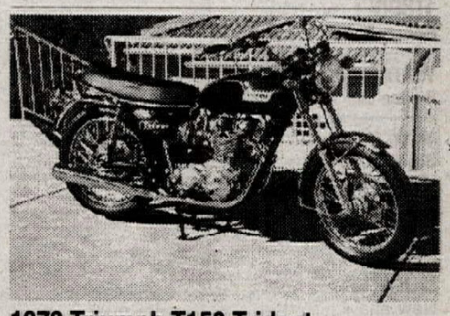

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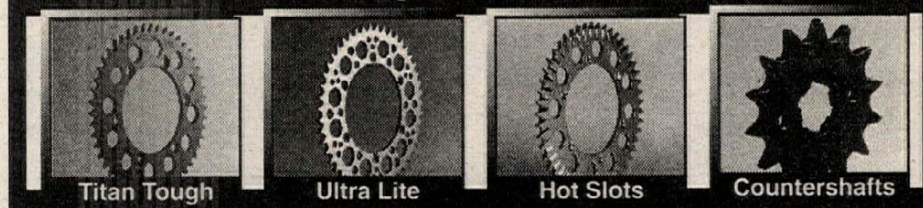

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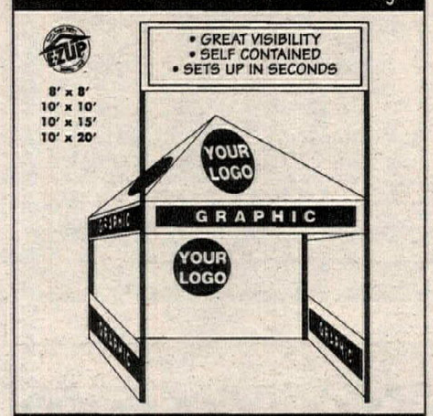

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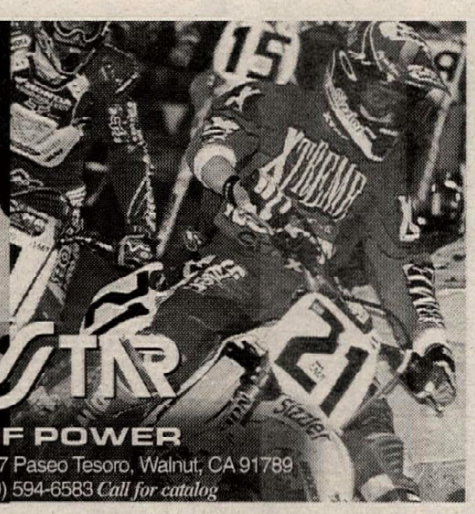

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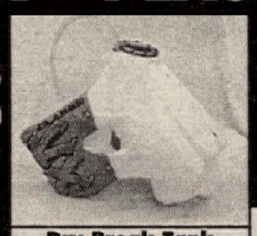

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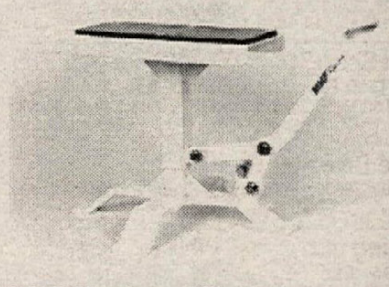

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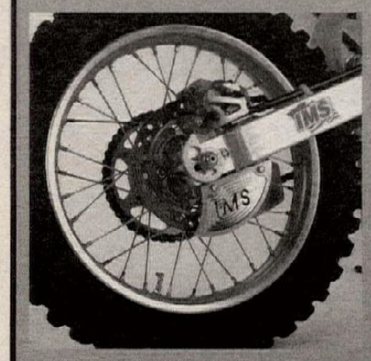
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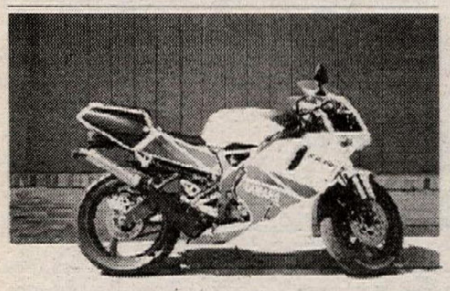

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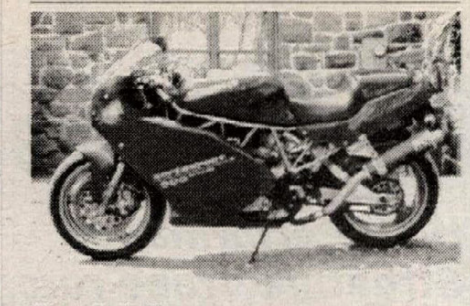

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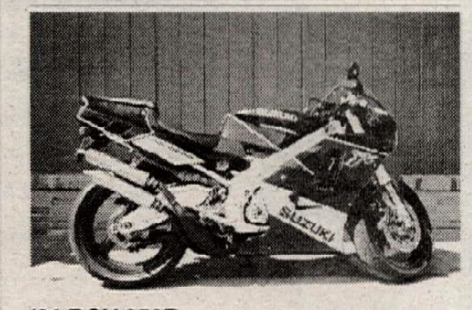

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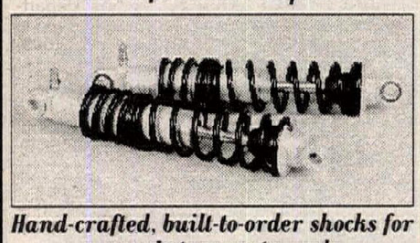

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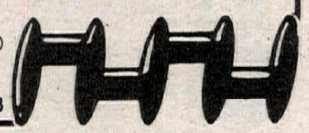

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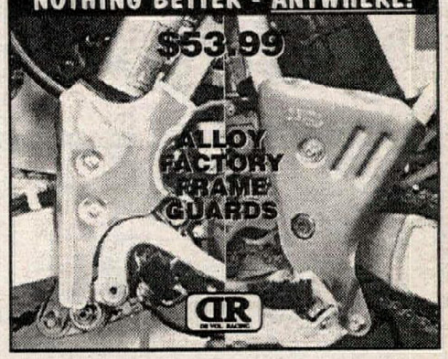

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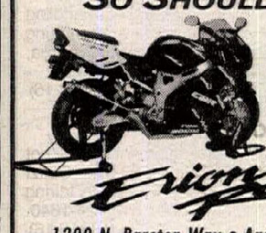

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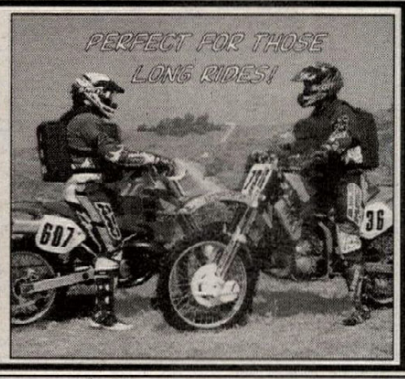

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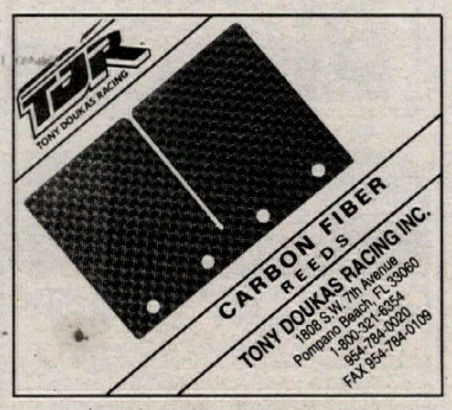

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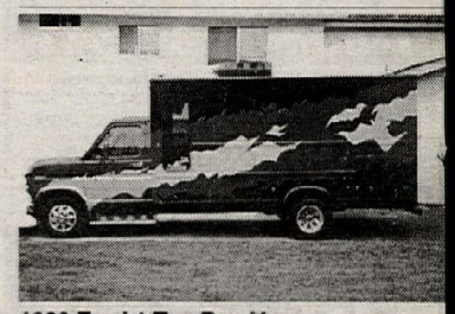

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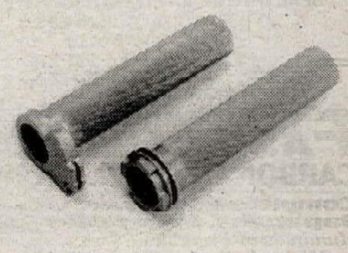

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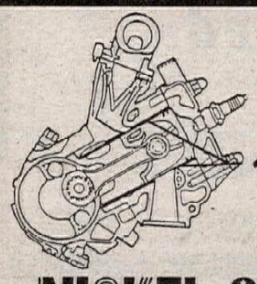

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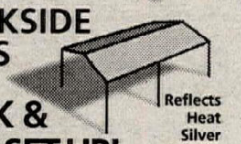

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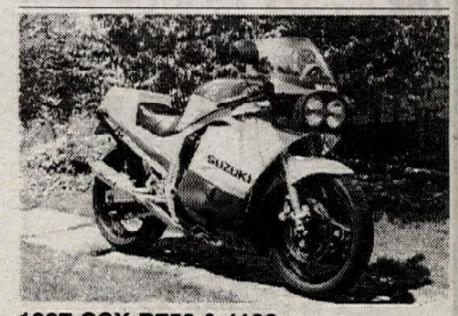

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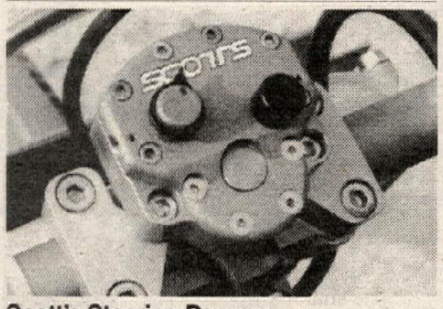
Low miles, adult owned, many extras. (609)371-1668. NJ. (315-16)

'94 Suzuki 1400 Intruder
1,200 miles, black with saddlebags. Like new, $6,900./obo. Days (702)877-3117. Eves. (702)254-9761. NV. (315-16)

1994 ZX-7 L clip-ons, foot rest assem, radiator, D&D complete race systems,stock exhaust system, speedometer (317) 272-9335. IA (315-16)

70 HORSEPOWER TRIUMPH won at Daytona (96) $4,000. Will part out MR50 Honda $500. By both $4,200. (419)468-7923. OH. (315)

WANTED: CBR600F2 engine, 49 state, complete, low mileage, legal, also stock exhaust for FZR400. (619)294-2720. CA. (315)



Scott's Steering Damper
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'95 HD FLHTCUI #84 Of 2000
With Ultra Sidecar w/reverse extras, factory ext-warr (419)639-2697 or (419)639-2190. OH. (315-16)

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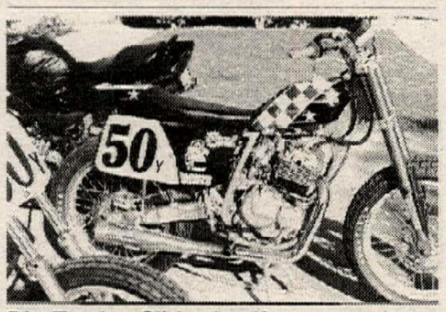
1990 400-4, 6,000 misc., extras! $3,000. firm (804)460-9862. VA. (315)

Motocross Starting Gate
Even break starting gate. Used at all West Coast Supercross races. $2,500./obo (714)692-1431. CA. (315)

NEW KAWASAKI KX125, KX250, KX500 super discount deals. We also have one 1996 Ninja ZX-7RR in stock. Poway Kawasaki 1(800)350-4151 CA (215/TFN)

Parting: 94 Katana 750
forks, rims, tank, gauges, radiator, etc. (210) 931-2759 TX (115)

Husqvarna
new '96 Husky 610 and 410's in stock. Beaudry Motorsports (800)735-2407 ID (115-16)



Dirt Tracker Slides Itself
1993 Suzuki 277cc, 1 HR on motor, never raced. white power upside down foirks, CD's Knight glass TT set up all new. $5,600./obo. (714) 897-9684.CA (015/P)

1981 Maico 250
Works Performance, powder coated frame, swingarm fork lowers, clean, reliable, fast, perfect for "Evolution Series" $895./obo (408) 293-0403 CA (015-16)

Large Black Leather Pants
Sizes 45-50 Hein Gericke Value $259.99 Only $99.99 (303) 837-9817 CO (215-16)

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'96 CR 900 M900 916's at low prices. Ask Warren (800)530-5746 MO (215-18)

CR Mech. ODO Drive Kit
fits '95-'96 Honda CR 125-250. Esay to install. Complete instructions. $97.95 ODOS available. Contact Works Enduro Rider (908)637-6385 (215)

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'93 CBR900RR Motor With Carbs
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'96 Yamaha YZ 125
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Parting '95 2X6R frame, motor etc. ERICO Motorsports 1-888-875-8960. CO. (215)

Knight Ultralight Honda Chassis
fits '83-'96 500 or 600 includes: Kosman adjustable triples, brakes, tank, seat. Perfect condition asking $1,950. (518)829-7089 NY (315-16)

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'87 Ducati Paso
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1994 ZX-7 L Complete engine with carbs and electrical (317)272-9335. IA. (315-16)

KTM
new '96 250,300,360, and 550 SX/MXC/Exc's in stock including LC4, 400 and 620 models Beaudry Motorsports (800)735-2407 ID (115-16)

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WANTED: 60's-mid 80's production roadracer (TD, TZ, MT, RS, Etc.), (314) 441-4409 MO (315-16)

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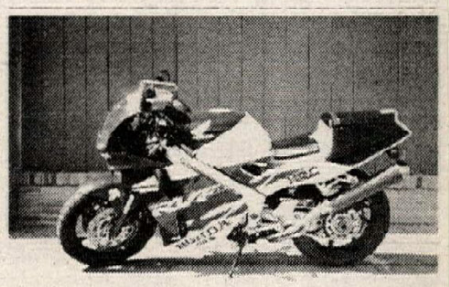
excellent condition, extras: complete Ferracci exhaust, european tail section, Corbin seat, chip $7,500 (414)684-9051 WI (315-16)

PARTING OUT 1992 ZX11. Motor still runs many extras. (330) 797-9386 OH (315-18)

RZ350 RESTORED from ground up. SpecII fairings with metallic purlple and gold pearl clearcoat yellow powdercoat frame, swingarm, and wheels. Many extra's. Serious inquiries only (702)596-8968 NV (315-16)



'94 RVF 400R (NC-35)
OKI color inverted fork, mono swingarm, carbon kevlar racing exhaust, mini RC-45 $7,800. WM-USA. (510)527-2257. CA. (115-16/P)

Leathers:Fieldsheer for
160-180lbs 5'10"-6"-0", Alpinestar boots, size 10 back protector, $320.00 (210) 931-2759 TX (115)

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Dealer Moore & Sons. UPS. (408) 475-3619. CA. (241-TFN/EOI)

1995 GSXR750 Superbike
Ready to race. To much to list. With spares, bike makes 125hp at rear tire. $6,000. for all. Call 8 am to 5 pm. (770)592-2987. GA. (115)

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A VIEW FROM THE FENCE

By Eric Johnson

It's been said that motocross is a sport that eats its young. Much like complex athletic endeavors such as gymnastics, figure skating or diving, motocross generally requires its participants to begin competing at an early age when critical fundamental skills and timing can be learned and developed. A youngster who begins to show promise is then placed into a program that requires them to incessantly train and compete in an effort to develop their raw talent. It is a non-stop process. Constantly prepare and progress in hopes of one day making it to the top, which can pay off in the form of money, fame and adulation. Sounds fun and glamorous, doesn't it?

While standing in the frigid, wind-whipped infield of the Daytona International Speedway, I craned my neck to watch Team Yamaha's Damon Bradshaw put an impressive pass on Team Kawasaki rider Damon Huffman. I was stoked. Bradshaw was riding in that hard-charging, hold-on-and-pray riding style he was renowned for. Damon was back and he was flying.

By now we have all heard the story of Damon Bradshaw. A kid from North Carolina who was born into the sport of motocross. He started riding when he was barely out of diapers, and racing shortly thereafter. He progressed quickly, and his family hit the road out of North Carolina to put his immense talent to the test. If Damon Bradshaw was to be noticed, he would have to do battle and excel at the major American National Championships, the AMA Loretta Lynn's Amateur National Championship and the Texas GNC International. He did. Damon won race after race and people began to take notice. It wasn't long before the factory guys started to come around, offering support. In an effort to tout and promote their minicycle program, Yamaha gracefully supplied the Bradshaw clan with bikes, parts, logistical support and money, beginning a relationship that would ultimately last his entire career. Bradshaw was a complete "natural" and Yamaha knew it.

He progressed quickly. After a stellar minicycle career, Bradshaw was bumped up to the rank-and-file 125cc Intermediate division. But that would prove to be no problem either. He took to the bigger bikes immediately and began to string together an impressive list of youth titles. The dream of making it into the factory big leagues would soon become reality. Years of constant training, riding and racing were about to pay off. Immediately after a striking performance at the 1988 AMA Loretta Lynn's Amateur National Championship, Bradshaw was put on an airplane and flown to Millville, Minnesota. He was going to compete in his first AMA professional motocross race - as a member of Team Yamaha. Bradshaw impressed all in attendance that afternoon by carding a strong fourth-place finish (note: the event was won by the late Donny Schmit). Damon Bradshaw had arrived. He had made it into the upper echelons of the sport. It had all paid off. The time on the road, the missed boyhood experiences, the time invested and the money spent were a thing of the past. Bradshaw was drafted into the professional leagues and was now looking at a six-figure salary and numerous endorsement deals. It was a trade-off: a normal childhood for fame and fortune.

Damon was now the latest, "this year's model" in a historical progression of ultra-talented kids that come along every few years in professional motocross. A rider that numerous insiders and enthusiasts were touting as the next Bob Hannah - a hard act to follow. Many felt there would be no stopping the kid from North Carolina - a kid who would soon feel the weight of an entire motocross nation upon his shoulders.

After shaking down his new Yamahas in a number of Florida and California Winter Series events, Damon Bradshaw took to the 1989 AMA 125cc division in grand fashion. In his rookie year, Bradshaw would win the AMA 125cc East Region Supercross Championship. In the highly competitive 125cc National Championship Series, Bradshaw would miss winning the championship by a mere three points to Honda rider Mike Kiedrowski. By all accounts it was a stunning rookie campaign. For the 1990 race season, Damon Bradshaw was bumped up to the 250cc division. Yamaha was throwing their young rider into the deep end, and he was more than ready to swim with the sharks. Bradshaw stunned the collective motocross world by winning the season-opening Anaheim Supercross before 67,000 people. To back it up, he won the next week in Houston. After suffering a minor leg injury at the San Diego Supercross, he would bounce back to win in Pontiac, Charlotte and Los Angeles. The sky was the limit. His potential was boundless.

In another year of learning, Bradshaw would finish second in the 1991 Supercross series to French legend Jean-Michel Bayle. Yamaha was being patient with their young star, preparing him for greatness.

In 1992, Damon Bradshaw was prepared to take control of American professional motocross. He had paid his dues, he knew the ins-and-outs of the sport, and he was hungry. Following the season-opening Orlando Supercross, Bradshaw would go on a tear, winning five events in a row and taking a commanding lead in the series point standings. Going into the season finale at the riot-battered Los Angeles Supercross (which was pushed back a month due to the civil unrest in Los Angeles), the championship was for Bradshaw to lose. A third-place finish would give him the title. But it all went wrong. The coliseum race turned into a nightmare for Bradshaw. When the gate dropped, Bradshaw came out of the first turn towards the head of the field and was in a perfect position to charge to the front. He took a deep breath and set out to execute task at hand. However, nothing would go right. Bradshaw could not get himself to calm down, missing his lines, missing shifts and exiting the track on more than one occasion. He was visibly stiff and nervous. Meanwhile, Team Honda's Jeff Stanton, who was second in the series points, had checked out with the lead. As Bradshaw circulated the Los Angeles track, it was obvious that he was in trouble. Second- and third-place riders Mike Kiedrowski and Guy Cooper began to pull away, as Damon continued to struggle. Some 25,000 spectators starred on in stunned silence as the drama played out before them. The championship was slipping from his grasp. It was heartbreaking. As the checkered flag flew, Jeff Stanton rolled beneath it, winning the 1992 AMA 250cc Supercross Championship by three points. The damage had been done. Bradshaw rolled back to the Yamaha pits and disappeared into the dark recesses of his box van, stunned and speechless. The dream had unraveled like the string on a baseball with the cover knocked off.

During the off-season, Bradshaw signed the most lucrative contract in professional motocross history. Rumored to be worth over $450,000 a year, the agreement would link Bradshaw and Yamaha together into the late '90s. Everybody was happy. Bradshaw went into the 1993 season as the heavy favorite to dominate American motocross. However, even the best-laid plans can often go astray. From the drop of the gate at the season-opening round in Orlando, Bradshaw was not up to speed. Something was missing. His results were inconsistent and erratic. The fire that burned so brightly in 1992 was gone. As the season wore on into the spring and summer months, the situation turned ugly. Bradshaw was "riding around," posting one mediocre result after another. It was quite evident that something was drastically wrong. To make matters worse, some members of the press had found an axe to grind with Bradshaw, and attacked him in print demanding answers to his lackluster results. As the '93 season neared its conclusion, the tension, controversy and confusion surrounding Damon Bradshaw was mind-boggling. Something had to give. Questions needed to be answered.

On September 27, 1993, just after the Fast Cross International Motocross (held annually in Maggiora, Italy), Damon Bradshaw announced to the motocross world that he was retiring from the sport. The entire worldwide motocross community was shocked. Not only was he walking away from the most lucrative contract in motocross history, he was walking away from a sport to which he had devoted his entire life. What in the hell was going on?

After spending nearly his entire life in preparation of a professional career in the sport of motocross, Damon Bradshaw was severely burned out. The non-stop odyssey of riding, training, racing and traveling had taken its toll on him. The constant bashing he was taking in the press probably did not help matters. He had enough and just wanted to return to North Carolina to decompress. It wasn't the money, it wasn't the fame, it wasn't the disappointment - it was burn-out. The same thing numerous professional athletes, forced to devote their entire existence to a sport and live under a microscope, have had to face. He was gone and he wasn't coming back. It was a very sad day for the sport of motocross. One that forced a few people to wake up and see what these "kids" are put through.

In the Spring of 1995, word began to leak out that Bradshaw was contemplating a return to the sport. He had taken some time off and realized that he truly did miss the sport. On Sunday, May 28, 1995, Damon Bradshaw returned to professional motocross at one of his favorite venues - Mount Morris, Pennsylvania. While the wind and rain wreaked havoc on the hillside circuit, and Bradshaw pulled modest 8-40 moto scores, he was back and the 25,000 fans in attendance were very happy about it. While Bradshaw went on to card some very respectable results throughout the summer of '95, it was perceptible that he still had some ground to cover as far as his speed and stamina were concerned. He was not yet a threat to win anything, but the undeniable talent and speed were still there. It was just a matter of time.

When the two-lap signal went up at the 1996 Daytona Supercross, Bradshaw and highly touted supertalent Damon Huffman were still engaged in the bitter feud over second place. As the wind-chilled crowd roared in appreciation, the two-man duel went down to the last lap. Bradshaw nailed all of his lines, kept the throttle pinned to the stops and came away with the position. The crowd, included jaded "I've seen it all" insiders, cheered in appreciation of Bradshaw's feat. It was quite apparent that the "Beast from the East" was back in form. Damon Bradshaw is good for the sport of motocross and he sent out a resounding warning shot at Daytona. He will be a serious threat in 1996. But no matter what happens, it is great to see him back - and enjoying himself. CN

LOOKING BACK...

25 YEARS AGO...
APRIL 27, 1971

Actor and motorsports enthusiast **Steve McQueen** shared his views with *Cycle News*. On juvenile delinquency: "Take a 15-year-old boy and if he wants to be competitive, let him compete on a bike. If motorcycle manufacturers and the government would both donate something, juvenile delinquency would drop 75 percent." McQueen said that motorcycles were his second-favorite form of relaxation... **Jody Nicholas** took his third consecutive win at the Ascot Half-Mile in Gardena, California, by no more than three inches. **John Hately** was second, and Grand National Champion **Gene Romero** finished third... **Billy Clements** took top 500cc Expert honors at the fourth annual Viewfinders GP at Indian Dunes in Southern California. **Ralph** and **George Whitney** led wire-to-wire in the Sidehack competition.

15 YEARS AGO...
APRIL 22, 1981

Looking beyond winning the KRW Sacramento Mile, **Alex Jorgensen** aimed to be a renaissance man of the dirt. "I'm trying to win at least one National in each kind of event," Jorgensen said, having previously taken half-mile and TT wins at Ascot... The hills were alive with the sound of 500cc engines as the Austrian GP came to Sittendorf. **Andre Malherbe** dominated both legs of this opening round of the 500cc World Championship Motocross Series... **Kent Howerton** dominated 250cc competition at round three of the National Championship 125/250cc Motocross Series in Whitney, Texas, a couple of days after receiving intravenous antibiotics for a serious bacterial infection. "Thank God, our doctor races motocross," said wife **Jill Howerton**. "He understands it was necessary for Kent to ride."

5 YEARS AGO...
APRIL 24, 1991

Defending Supercross Champ **Jeff Stanton** sat out most of rounds 10 and 11 of the series in Pontiac, Michigan, with a separated shoulder resulting from a first-heat crash. Stanton got back in the race, fell when his arm gave out, tried to go another lap and finally pulled out. Series points leader **Jean-Michel Bayle** won Saturday's main but lost to **Damon Bradshaw** on Sunday... **Geoff Aaron** had a good weekend in Lucerne Valley, California. Aaron won round one of the AMA/NATC National Championship Observed Trials Series on Saturday and El Trial de Espana XXI on Sunday... The cover of *Cycle News* heralded the rebirth of a historic British marque in the form of the **Triumph 1200 Trophy**, a sports tourer featuring a 16-valve, four-cylinder 1180cc DOHC water-cooled powerplant.

FAcT: There's always 10 hot dogs and 8 buns.
FAcT: Red lights last longer when you're in a hurry.
FAcT: You can't get a great deal on a great bike.

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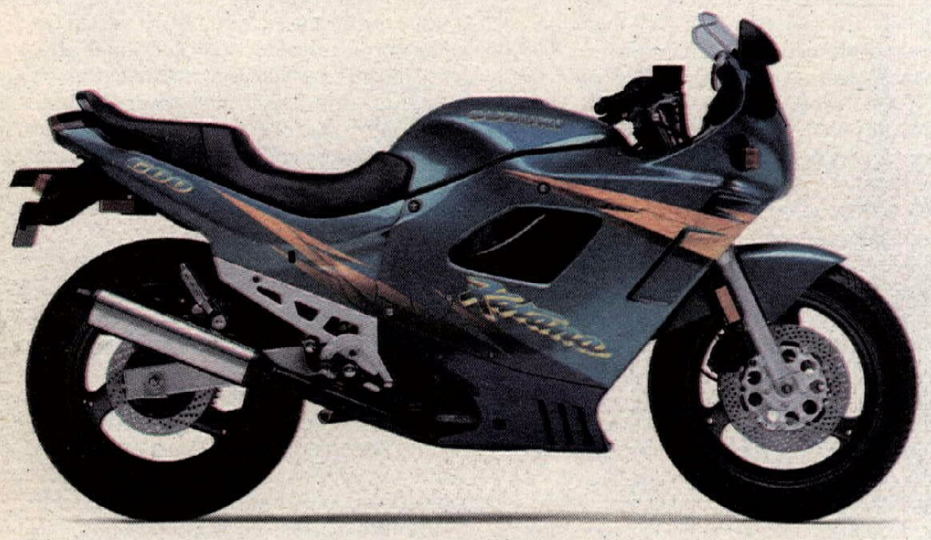

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